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SAYS PRESTON IS A POPULIST

Grosscup Talks Washington Politics.

Railroads do not Object to Commission, But to Those Who Back It.

"Harold Preston, the candidate for United States Senator from the State of Washington being pushed forward by a splendid man personally, a good lawyer and an altogether nice fellow, but he has unfortunately allied himself with the remnants of Populism in his state, and Populism is doomed. I have often been asked why the railroads object to a commission bill, the bill the railroads object to. It is the people who are back of the bill and who are attempting to gain the upper hand through its passage. Their class and character is depicted in the depths to which they have descended in their battle to carry their cause. I believe Levi Ankeny will be elected senator. The commission bill is doomed to defeat." - B. S. GROSSCUP.

B. S. Grosscup, corporation counsel for the Northern Pacific Railroad, with headquarters at Tacoma, and who is often spoken of as political manager for the railroads in the State of Washington, is in this city on business. Mr. Grosscup is registered at the Hotel Portland and is accompanied by his wife and family.

Mr. Grosscup made prompt and emphatic denial of the oft-repeated charge that Levi Ankeny of Walla Walla is being supported by the railroad interests for the office of United States Senator from the State of Washington. To a reporter for The Journal he said:

"Mr. Ankeny is a good man, and I think he will be elected, but when I make that statement it is as B. S. Grosscup, and not as an employee of the railroads. I have watched political developments, but have taken no part in them. My law business is enough for me, and I find my time quite taken up in attending to it. The railroads have no interest in the choice of a Senator beyond the desire they naturally feel to see the country properly represented by a man who will have some regard for progress and development. John L. Wilson, as well as Mr. Ankeny, has always been a man who looked at the situation from the right side, and I am sure that if it were hard for the railroads, had they ever such intention, to shake a chisel between these two men, as the railroads are not mixing in the Washington political controversy. They are on-lookers merely."

THE COMMISSION BILL. The Spokane Spokesman-Review, which is leading on the forces of McBridge and Preston in their battle to secure passage of a railroad commission bill, has recently sent a reporter to Walla Walla to interview Levi Ankeny and have made statements that wine, women and money would be used by the railroad people in the effort to defeat that measure. The reporter's report:

Mr. Grosscup smiled. This was evidently a matter upon which he was thoroughly informed and well prepared to dispute.

"That is just why we object to the commission bill," he said. "It is not that the railroads have anything to fear from such a measure if the law is carried out without malice, but the false charges and malicious falsehoods detailed against us conclusively prove the methods of these men and to what they will stoop. There could be no hope for fair treatment at their hands."

"From what I have seen of conditions throughout the State of Washington I am convinced that the railroad commission bill will be defeated before the coming Legislature."

WILSON NOT ACTIVE. A telegraph story from Seattle recently announced that John L. Wilson had attempted to effect a combination that would insure his election to the Senatorial office. The reporter said:

"There is nothing to it," joked Mr. Grosscup. "Absolutely nothing!"

"The story was," went on his interrogator, "that Wilson approached McBridge with the proposition that if the latter would consent to a combination of the power of the commission and drop Harold Preston, the railroads would drop Ankeny and permit the passage of the measure."

"The railroads would never be a party to such a scheme," said Mr. Grosscup. "In the first place, because John L. Wilson would never propose it, and, in the second place, because the railroads are not in the campaign to begin with."

"They would not consent to throw Mr. Ankeny down," was asked.

"No. Because they have never consented to his being elevated," was the quick reply.

NO TRUTH IN CHARGES. "The charges that wine, women and money would be employed by the railroads are absurd," continued Mr. Grosscup, in response to a query. "The Spokane man-Review has been fighting McBridge's battle for him, and fighting it hard, but anything that has been said along the line of corruption is absolutely false. There is no ground for it whatever, and never will be."

"Mr. Ankeny, whom I believe will be elected to the Senate, has always been a man of progress and honor. He has been a friend of the railroads, that is true, but only when the railroads were engaged in legitimate enterprises. Railroads are empire-builders when conducted along proper lines, and I do not believe there is the least doubt Mr. Ankeny could be depended upon to guard the interests of the people. He has proved himself in the past."

GRAIN NOT INJURED. PENDLETON, Dec. 31.—The freezing weather of the past 10 days, with little snow on the ground has not affected fall-grown wheat, so report farmers from all sections of Umatilla County and the Walla Walla Valley. A thaw occurred and it was feared the wheat would be found frozen out, but such is not the case, the outlook for a good stand of fall grain being excellent throughout the grain belt.

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SECRET SESSION THIS AFTERNOON

Another Candidate for Engineer.

J. B. C. Lockwood in Consultation With the Port of Portland Commission.

Another candidate is in the field for superintending engineer for the drydock, now under construction. This candidate is a very strong one. This afternoon the Port of Portland Commission is conferring with him behind closed doors. The candidate in question, J. B. C. Lockwood, is the designing and constructing engineer of the new Port of Portland dredge, Columbia. In this capacity Mr. Lockwood has proven himself very capable, consequently the members of the commission have been discussing among themselves the possibility of selecting him as the superintending engineer of the drydock to fill the vacancy caused by the resignation of Designing Engineer Blackwell, of Seattle.

NO APPLICATION PUT IN. Mr. Lockwood has put in no written application for the position, but several members of the board feel favorably inclined towards him. For this reason Mr. Lockwood has been invited to come down to Portland from his home in Seattle, presumably to attend the repairing of a break in the ladder of the new dredge. The commission is in consultation with Mr. Lockwood this afternoon, and there is a strong probability that he will be engaged.

Another strong candidate for the position is an Eastern man whose name could not be learned from any member of the commission. He is a strong candidate by virtue of his experience and letters of commendation.

In speaking about Mr. Lockwood this morning, President Banfield of the commission stated to a Journal reporter:

MR. BANFIELD'S VIEWS. "Mr. Lockwood has proved himself very capable in his work for the board. His work is of the utmost satisfaction and anyone can get along with him. He has not applied for the position, and his being in Portland has no connection with the drydock but with the dredge."

"It is not a fact," Mr. Banfield, that the commission favors Mr. Lockwood as an engineer for the drydock," the reporter ventured.

"I cannot say as to that," was the answer.

"Perhaps members of the board individually favor him," continued Mr. Banfield. "But as a body we will employ the best engineer we know of, and that is to give the public the best of everything."

Another matter that may come up this afternoon is the report of the attorney of the commission on the advisability of making five consecutive tax levies in the next five years to meet the indebtedness incurred in the construction of the new dredge. The law provides that one special levy be made, but the board wishes to change this to five.

NEEDS REPAIRS

Grand Avenue's Poor Pavement Causes Accident.

The necessity of making an early repair to the pavement on Grand avenue is illustrated every day. This morning a farmer bringing a load of apples and potatoes into the city came to grief with his vehicle after driving about a block from the corner of Grand avenue and East Salmon street.

The wagon struck one of the numerous "chuckholes" and the unlucky farmer was thrown out of the vehicle and soon landed with his head inside a mud puddle.

Scrambling out as soon as possible he exclaimed to a man standing beside his team: "Say, I've got enough of your god darn city streets. What will you give me for the load?"

The Day's Best Meal. When Preferred Stock Canned Goods, etc., are served. Try them.

DEMOCRATS TO HONOR THE DAY

Memories of Jefferson Are Recalled.

Plans Arranged for a Gathering of the Party's Followers in Portland.

Jefferson Day, January 8, will be celebrated in Portland by the Democrats in fitting manner, with an informal smoker at some hall to be selected soon, and then, upon the night of April 13, they will take cognizance of the birth of Thomas Jefferson, the patron saint of their party, and the great exponent of the governing principles that underlie this republic.

These plans were decided upon at the meeting held last night in the Mining Exchange in the Chamber of Commerce Building, the following committee being appointed to make all arrangements:

D. J. Beakey, J. T. Miller, J. H. Ryan, W. N. Adams and John E. Lathrop, with L. T. Peary, chairman of the Tuesday night meeting, as a member ex-officio. Oglvie Young was elected as treasurer of the committee, and began his work by taking subscriptions from those who were present and planning for securing the remainder of the funds necessary to make the affairs successful. Encouragement has been met today by the committee and it is assured that the smoker on January 8 will be pleasant, with the Jefferson Day banquet, which will be quite an elaborate affair, will be made just as brilliant as combined enthusiasm and veneration for the great nation founder can make it.

PEARY WAS CHAIRMAN. About 75 Democrats assembled at 8 o'clock in the Mining Exchange. L. T. Peary was elected chairman, and W. H. Effinger secretary. Mr. Peary, Mr. H. B. Nichols and J. B. Ryan stated that the object of the meeting was to consider the advisability of celebrating Jefferson Day and then discussion ensued regarding the best manner in which to do it. Opinions varied, D. J. Beakey believing that the anniversary of Thomas Jefferson's birth, April 2, should be the time for the more pretentious gathering.

W. N. Adams, offering some views from his former experience in such matters, among others speaking of the subject being A. King Wilson, J. T. Miller, G. W. Allen, Mr. Peary.

A proposition to turn the affair over to the county central committee was considered, upon which motion by G. W. Allen, but the decision was that that body was too cumbersome and that a special committee was better.

COMMITTEE WENT RIGHT TO WORK. Immediately upon the adjournment of the general meeting, the committee met, with Mr. Beakey, chairman, presiding, and all members, with Treasurer Young present. Several details were arranged, and plans discussed.

After deliberating for an hour, the committee authorized this announcement:

The Democrats will be asked to assemble informally upon the night of January 8, the hall to be selected soon, when a smoker will be given, to which all Democrats will be invited from Multnomah County and the remainder of the state, although the hall will not be accessible so soon and perhaps few may be induced to attend. However, everyone in Oregon will be royally welcomed, upon the night of Jefferson Day, and the time passed pleasantly with sociability. There will be no long speeches.

Jefferson Day will be the occasion of a gathering of Democrats from all of Oregon, and the affair will be made conspicuous, if possible, by inducing some speaker of national reputation to come to Portland and deliver an address.

Democrats are asked to co-operate with the committee, both by the contribution of funds and the lending of assistance in perfecting details.

The committee calls attention to the fact that Jefferson was the president who sent Lewis and Clark across the continent 100 years ago, and counseled them to explore this portion of the country, reporting upon the actual conditions; that he was the president who was instrumental in securing to the nation the vast domain included within the Louisiana Purchase, an act to be celebrated in St. Louis by their great exposition in 1904; that Portland and Oregon are to celebrate the coming of Lewis and Clark with an exposition in 1905, and that the name of Jefferson is inseparably connected with that enterprise; that it behooves all Democrats to honor the name of Jefferson this year of all others, and to gather for the purpose of planning to carry on all the rights in the nation, mental worth and qualities as a statesman.

The Jefferson Day smoker will be to honor that stern old patriot, of so fine integrity, and at the same time, to arouse deeper interest in the later gathering, when Jefferson is to be the theme.

COMMITTEE WORKED TODAY. The committee was at work today, determined not to lose any time, but to see that the few days before January 8 are utilized to best advantage.

HAVE NO KICK

A prominent official of the Portland General Electric Company, in speaking of the kick made by the Sellwood Board of Trade against the action of the company in not turning the lights on sooner, said:

"I don't see the reason for all this fuss. Sellwood has the same lighting service as the other sections of the city. There is absolutely no truth in the report that the lights of that section are not turned on until several hours after the remainder of the city is lit up."

"Our company turns on all the light circuit as fast as a man can do the work. Altogether, it would not take half an hour to turn on all the lights in the city. Of course, accidents will sometimes happen, and then the switching on of the juice may be delayed for several hours. Otherwise, all sections are lighted together."

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TO WATCH THE OLD YEAR DIE

There Will Be Services at Portland Churches Tonight.

Those who endeavor to tread the pathway followed by John the Baptist will gather from all parts of Portland at their First Church, corner Taylor and Twelfth streets, tonight and watch and pray while 1903 comes in. Nearly two decades of centuries have passed since the man whose name they bear came into the world and began to teach the doctrine of baptism with water, and tonight it will be the endeavor of the Baptist flock in this city to prove that there are more than ever earnest workers in the cause. While the old year dies and 1903 is born prayers will go up to the Most High beseeching forgiveness for transgression and showers of blessings. The following program is to be rendered, the service beginning at 7:45 o'clock:

Primo solo, Mrs. Sheperdson; songs by boys' and girls' chorus; praise and general thanksgiving, by the people; sermon, "Working for Christ," Rev. Dr. Sheperdson; songs, by the blind singers; Mr. and Mrs. Baker; from 9 o'clock until 11 p. m., social hour; organ voluntary, Prof. Wilder; scripture reading, Rev. Dr. Sheperdson; organ voluntary; sermon, Rev. Dr. Sheperdson; closing consecration service and general New Year greeting.

Electric cars will run until after the conclusion of the meeting.

AT MISSION ALSO. There will be watch services this evening and until past midnight at the Olive Branch Mission, at 209 Second street. Tomorrow, New Year, there will be services at 3 o'clock in the afternoon and again at 7:30 o'clock in the evening. All are invited.

Don't Like Open Cars. In those days of Oregon mist, the position of those residents of Mt. Tabor who are compelled to ride in open cars is not an envied one. In the early mornings and evenings the cars are loaded with as many passengers as can secure enough room to hold on to the guard rail. The City & Suburban Company has been requested a number of times to take the open cars off this line, but nothing has as yet been done in the matter.

Going to St. Louis? If you learn about the new tourist service inaugurated by the O. R. & N., via Denver and Kansas City. City ticket office, Third and Washington.

PARTNERSHIP SQUABBLE.

Another partnership squabble has developed, and suit has been filed in the State Circuit Court by Atgyness O'Day and Tarpley, Margaret McKinney, Ross Burdick and others petitioned the court for the appointment of a receiver to take charge of the concern which is a cigar and ice cream stand at 135 Grand avenue. Judge Sears appointed W. J. McKinney receiver.

The trouble is alleged to have been caused by George McKinney, who has no money invested in the stand, but who is said to have practically run the business.

Happy New Year



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50 PAIRS BOYS' KNEE PANTS; 50c, 75c 25c and \$1. Special

110 PIECES MEN'S UNDERWEAR; \$1.50 Val- \$1.00 Special

40 DOZEN BOYS' HIP OVERALLS, without bibs, small sizes only. 10c Special

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