GREAT BRITAIN IS TRIUMPHAN

Representative of Bark Forfarshire Pulls Out Ahead of All Entries.

Affair Is Generally Voted Most Successful of Any New Year's Day Boat Test in Harbor-Exhi-

bition High - Class.

Great Britain triumphed over all comers yesterday morning in the international hoairace, when representatives of the British bark Forfarshire crossed an imaginary line at the Burnside-street bridge ahead of all entries, after having forced a heavy craft along in 15 minutes over a mile and a half course, beginning at the south end of the Eastern & Western

the fact the crew of the French bark Bayard pulled their heat over the line a minute later, and the British bark In-version's craft was third, honors falling to the hig Harriman coaster Bear's boat in fourth place. The boats of the British bark inversess and French bark Pierre Antonine made a pretty finish, coming under the bridge nose and nose, and the made-up crew representing the steamer Golden Gate took the laggard's place, because the mean expressed to be place. place, because the men appeared to be-come disheariened after breaking the rudder fastenings at the start.

Test Considered Success.

The affair was generally voted the most boat tests held in the harder, for it came after less than a week of preparation and two days' practice was the most enjoyed by the crows, while those of the Forfarshire and Bear competed on decidedly short notice and made a same cidedly short notice and made a game

struggle. Roderick Macleay, owner of the speedy Roderick Macleay, owner of the speedy cruiser Sea Otter, added to the smoothness with which the event was carried tibrough in tendering the committee the use of the vessel, and when she pulled away from the Stark-atreet ailp there were aboard Mr. Macleay, Manager Jones, of Brown & McCabe: Captain Albert Crowe, of Anderson & Crowe; Captain John F. Blain, of the Oregon drydock; Fred Higgemann, of Haggeman & Ford; Supervising Engineer Maher, of the new Harriman bridge; Arthur Hedges, of Brown & McCabe; Captain Manning, of the British ship Scottish Moors, and others of the waterfront fraternity.

others of the waterfront fraternity.
On reaching the starting point the participants were assembled, flags with numbers distributed and a line stretched from the dock to the Sea Otter, from which the race began. Almost with the crack of the gun, following Captain Crowe's command as starter, did the Forfarshire's

The breaking of the Golden Gate's rudder fastenings delayed that boat slightly, and then they bunched with the on of the Forfarshire and Bayard, the latter making heroic efforts to lead the crowd, and they succeeded, though unable to overcome the lead of the Forfarshire. As the boats passed different ships in the harbor they were cheered, while steamers let loose whistle greet-ings and crowds in launches and small

boats added to the din.

Among those lagging in the rear there was not much choice for place, until the Pierre Antonine's boat passed that ship where the skipper gave vent to his feelings in French, and that appeared to exite his men and they pulled with a will, while in passing the steamer Bear her crowd talked to the boat's crew in other than pulle language and probably properties. than polite language and probably promised them a keelhauling, for, at any rate, they sprang into prominence and cut down the lead of the Inveravon. On reaching the Steel bridge the Forfarshire's crew assumed that it was the finish and there rested on their cars, but the committee urrent them to further efthe committee urged them to further ef-forts and they had lost but little of the lend on crossing the flutsh.

Exhibition Is Praised. Fred Hagemann, Captain Blain and

witnessed considering the heavy boats and the fact the men were unskilled in racing events. Captain Crowe, who started previous New Year races, said that they got away in a manner that did credit to professionals. Harbormaster Speier, as governor of the course, made the hearts of the lovers glad when he announced that the prize list had been charged slightly so that the winning crew would receive \$25, the second \$15, third \$10.

would receive \$15, the second \$16, third \$10, fourth \$1.50, and each of the other boats \$5. The money was turned over to Captain Roper, of the Seamen's Mission, who distributed it in the afternoon.

With the aid of a handsome sum given by the committee remaining from the collection, sailors of all ships in port were given a dinner there last night. It is the purpose of the waterfront men to make the race an annual event and in the future it will be announced earlier.

GRISIM WATCHING SAILORS

Policeman Who Quelled Mashers Patrols in New Role.

Policeman Charles R. Grisim, whose lot it was to wage war on mashers along Washington street recently and who made the practice of that crowd a matter of history, has been transferred to the force of Harbormaster Speler, and went on duty yesterday, relleving Policeman Small, who resigned.

Small, who resigned.
Following his escapades with the mashers Grisim was rewarded for his persistency through being transferred to the North End district, where the police say is hours' work is crowded into eight. As a result he is listed among those officers that are in court most of the time, testifying against prisoners caught in the daily dragnet, and a too strenuous campaign resulted in his application for a transfer to the waterfront. That distransfer to the waterfront. That dis-trict has been so well policed that there are neither mashers nor North End habitues to disturb its serenity, but on occa-sions when crews hold an impromptu drinking party, scenes are created that demand even more lively work for the

ASUNCION DROPS SHNA YAK

would turn the heipless vessel over when he met the towboat. The arrangement probably resulted from a desire on the part of the skip-per of the Asuncion to make time, as she has but a part cargo and is due to she has but a part cargo and is due to leave for sea today. The Shna Yak will discharge her lumber cargo at the Eastern & Western mill and then haul up to the Oregon drydock to be lifted. The fact her seams opened to an extent that permitted the water to quench her fires is taken to indicate she is badly strained as there is no reason to suppose there is a hole in her hull. The foremast is also reported strained, probably due to the shifting of the deckload after she struck.

The accident to the Shna Yak is the first reported at the entrance to the

first reported at the entrance to the Columbia in many moons and mariners in port are not inclined to blame it on FRANCE AMONG FOREMOST conditions there. The fact the Rose-crans and Asuncion were waiting outside for better water is taken by them

‡	STEAMER INTELLIGENCE,		
ŧ		Due to Arrive	
**********	Golden Gat Klamath. Breakwater Geo. W. Ell Rose City. Henrik Ibes Sue H. Ell Falcon. Beaver. Roanoke. Aliance. Bear.	From Handon Handon Eanfrance Tillamook San France San Pedro San Pedro Hangkong, noreTilamook San France San Pedro San Pedro San Pedro San Pedro Eareka San Pedro	In port see in port in port in port in port Jan
	Scheduled to Depart.		
٠	Name.	Was	Their

Klamath.... Geo, W. Elder... Rose City.... Golden Gate...

to mean a deeply laden vessel should not have attempted to pass out until the tide was right. The question of salvage for the Asuncion will have to be decided on the basis of what risk was taken and danger of the Shna Yak setting ashere or pounding on the

Bear Begins 1911 Profitably.

With signal flags flying in strings from each mast to the deck, evergreen trees lashed fast to the top of the sticks and good cheer prevailing on every deck, the steamer Bear got away yesterday afternoon on her first voyage of the new year, having a passenger list of 300. The late season, coupled with the fact it was a holiday, gave little promise of a large list and the number on the vessel caused a surprise to steamship men.

Wandsbek Coming; Goldbek Gone. On her way to Linnton to discharge on her way to Linnion to discharge ballast the German bark Wandsbek, from Santa Rosalia, left up yesterday morning from Astoria, while the Ger-man bark Goldbek, bound for Delagon Bay, left down from Prescott. The Wandsbek will load at the Clark & Wilson mill under charter to the Oregon Pine Export Company.

Pactolus' Voyage Rough.

command as starter, did the Forfarshire's crowd spring into first place. The Inveravon was given the choice position, selecting a place next to the harbor line, weather. Her mizzenmast was sprung while the Forfarshire was near the easterly end of the bunch.

Theorem. which arrived there November 3 with lumber from here, but 20,000 feet of the load had to be jettlsoned because of rough

Marine Notes.

In tow of the tug Oneonta, the schooner frene yesterday left up and will be berthed at St. Helens to load ties for San Pedre.

Advices covering last weeks charter market are that 225 6d has been paid for lumber from Puget Sound or Portland to Sydney and with the option of Melbourne or Adelaide, 265 2d was asked. Coastwiso rates are stendy.

Harry Sams, who conducted the agency of the Open River Transportation Com-pany at Lewiston, is to be made purser of the steamer Inland Empire until she ties up next week. He will then be

To discharge her cement cargo at Cen-tennial dock, the American bark Levi Burgess yesterday left up from the lower harbor in tow of the steamer M. F. Henderson. She was recently pur-chased by the Portland-Alaska Packers Association and will be wintered at Goble, preparatory to going North to transport the salmon pack.

Officers of the German steamer Serak, which is to load wheat here for Balfour, Guthrie & Co., destined for the Euro-pean market, are of the opinion that other carriers of the Kosmos line wil make this a port of call, but that will depend largely on general conditions. The fleet operates regularly from Eu-

Movements of Vessels.

Movements of Vessels.

PORTLAND. Jan. 2—Arrived—Steamer Shna Yak, returning from sea in distress; steamer Asuncien, from San Francisco; American bark Levi G. Burgess, from San Prancisco. Salled—Steamer Bear, for San Prancisco. Salled—Steamer Bear, for San Prancisco. Salled—Steamer Bear, for San Prancisco; steamer Alliance, for Eureka via Coos Bay.

Astoria, Jan. 2—Wind southeast 14 miles, weather cloudy, bar smooth. Left up at 8.

A. M.—Steamer Asuncien and steamer Shna Yak. Left up at 8:30—American bark Levi G. Burgess. Salled at 8:15 A. M.—British steamer Quite, for Orient, by way at Puget Sound. Left up at 8:30—Steamer Levi G. Burgess. Salled at 8:15 A. M.—Schooner William Nottingham, for Sydney. Salled at 1:30 P. M.—Schooner King Cyruz, for San Pedro. Salled at 2:30—Steamers Casco, for San Francisco, and Tellowstone, for San Prancisco, and Tellowstone, for San Pedro. Left up at 4 P. M. Schooner Irene; at 5:15 P. M.—German bark Wandshek.

San Francisco, Jan. 2.—Arrived at 3 A. M.—Steamer Falcou, from Portland. Salled at 10 last night—Steamer Nome City, for Portland.

San Francisco, Jan. 2.—Salled—Steamer Tampico, for Seattle.
Sydney, N. S. W., Jan. 2.—Arrived—Harrieur, San Francisco for Hamburg. Arrived—Harrieur, San Francisco for Hamburg. Arrived—Harrieur, San Francisco for Queenstown.

Tides at Astoria Tuesday.

High. 3:10 A. M. 7.5 feet 8:40 A. M. 3.6 feet 2:15 P. M. 8.4 feet 9:10 P. M. -0.6 feet

GAS PLANT HIT BY STRIKE

Walla Walla Men Refused Wage and Hour Demands.

WALLA WALLA, Wash, Jan. 2.—
(Special.)—The local gas plant was shut down for two hours yesterday afternoon, when six employes, the entire day force, quit work because Manager W. B. Foshay refused to grant demands for an increase in wages and shorter hours. In a short time, how-

Disabled Schooner to Discharge and
Go on Oregon Drydock.

Conforming to a change of programme, the steamer Shna Yak, which left up yesterday morning from Astoria in tow of the oil tank steamer Asuncion, entered the harbor in tow of a towbeat of the Shaver Transportation Company's fleet, as Captain Bridgett, of the Asuncion, wired ahead, stating he

Ladd & Tilton Bank

Opens for Business This Morning in Its New Home, Corner Washington and Third Streets

The Officers Extend a Cordial Invitation to All Their Patrons and Friends

stock Offerings.

RECEIPTS ARE 3143 HEAD

Late advices from Cape Town tell of Market Is of a Hollday Character the voyage of the British bark Pactolus, With Few Buyers at the Yards. Ewes and Mixed Sheep Sell at Good Figure.

> The high prices that have been ruling or livestock have attracted more liberal sup-plies to this market. The run Sunday and yesterday was better than at any time since Christmas. It was more or less of a holiday at the yards, however, and few buyers were present. Consequently but little business was reported outside of the mutton line. A bunch of 233 choice ewes sold at the cood price of \$4.25. They averaged \$6 ounds in weight. A small lot of mixed

> sheep sold at the same figure.
>
> The receipts for the two days were 437 cattle, 2232 sheep and 474 hogs.
> Shippers of the stock were Cyrus Williams, Payette, I car of cattle; Ridwell & It is that so many products that are extensively advertised, all at once drop of sheep and hogs: P. J. Brown, Baker, 2 cars of cattle; I. E. West, North Powder, 2 cars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. Bernolds, Arlinston, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; I. E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle; II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. West, North Powder, 2 tars of cattle, II E. cars of cattle; L. E. West, North Powder, 2 cars of sheep; J. E. Reynolds, Arlington, 2 cars of cattle; Ed Knorr, Steunenberg and Grangeville, Idaho, 2 cars of cattle; C. C. Day, Lewiston, 1 car of hogs; R. A. Jackson, Dayton, Wash., 1 car of sheep; C. H. Vehrs & Son Lebanon, 1 car of sheep and hogs; L. V. Gentry, Heppner, 1 car of sheep: Grangeville, Idaho, 2 cars of cattle; C. C. Day, Lewiston, 1 car of hogs; R. A. Jackson, Dayton, Wash, 1 cer of sheep; C. H. Vehrs & Son Lebanon, 1 car of sheep and hogs; L. V. Gentry, Heppner, 1 car of sheep; L. H. Hewlett, North Powder, 1 car of cattle; C. H. Owen, Rigby, Idaho, 2 cars of hogs; John Hill, Payette, 2 cars of cattle; and Monnie Oleson, Payette, 1 car of cattle

The day's sales were as follows:

Peeders 225 3.00
Cholce lambs grain-fed 6.50 7.00
Cholce lambs grain-fed 6.00 6.50
Poor lambs 4.95 5.00
Hay-fed sheep and lambs 50c lower than grain-fed.

MOVEMENT IN CALIFORNIA HOPS No Sales Reported in New or Old Oregon Lots.

The hop offices were open yesterday, but there was no trading on the part of local dealers and no advices from the country of sales of either new or old hops.

There has been a small movement in Callornia since the last report. The weak holders in the Sonoma section are all out of the way and it is said that nothing under 17 % cents would now be considered for the best lots left. Among the latest sales are the S. W. Purrington lot of 260 bales, the best end bringing 16 cents and the poorer end 12 cents; the Dick Peterson lo at 16% cents and the A. D. Peterson crop of 79 and Jim Peterson crop of 71 bales at something less than the above price.

Holiday in the Wholesale District. The day was observed as halldays usually are in the wholesale district. The grocery couses were closed all day and the produc houses were open only until noon to take care of perishable receipts and supply the few wants of peddlers and fruit stands. The lull in business was taken advantage of by the merchants to complete their in

Ashland's School Census Grows. ASHLAND, Or., Jan. 2.—(Special.)—The school census of the city recently com-pleted by Secretary of the Board T. H.

SUPPLY IS LARGER

Simpson gives a total of 1451, of which number 727 are boys and 724 girls. The enumeration for the year 1809 was 1410. On account of the crowded condition of both the high school and East Side schools the School Board has recently purchased a new site and is having plans prepared for the erection of a new plans prepared for the erection of a new cent of the stock of the Lone Fir Cometago and the only way to get a complete list is to gather the names from all sources.

Wilson Benefiel, who owned 53 per cent of the stock of the Lone Fir Cometago are the lone for the company.

Attorneys who have looked into the company. Good Prices Bring More Live-

LOT OWNERS ARE SOUGHT

Beautifying of Lone Fir Cemetery Depends on United Effort,

Every day new names are added to the membership of the Lone Fir Cemetery Lot Owners Association, and Secretary Strowbridge said yesterday that none has raised any objections to the plans for beautifying the grounds. He reports lot owners are daily calling at his office and giving every encourage-

J. C. Moreland, a well known pioneer resident, has greatly facilitated the work of getting names of lot owners by turning in a long list from memory.

THE SECRET OF SUCCESS

the People's Confidence.

In an interview on the subject prominent local druggist says "Take for example Dr. Kilmer's Swamp-Root, a preparation I have sold for many years and never hesitate to recommend, for in almost every case it shows immediate results, as many of my customers testify. No other kidney remedy that I know of has so large a sale."

The success of Dr. Kilmer's Swamp-Root is due to the fact that it fulfills every wish in overcoming kidney, liver and Bladder diseases, corrects urinary

troubles and neutralizes the uric acid which causes rheumatism.

A free trial bottle will be sent by mail, absolutely free. Address Dr. mail, absolutely free. Address Dr. Klimer & Co., Binghamton, N. Y., and mention this paper. Sold at druggists in bottles of two sizes—50c. and \$1.00.

Bonds Investments **Timber Lands**

McGRATH & NEUHAUSEN CO. 701-2-3-4-5 Lewis Bldg.

tery Association, has turned over the stock to Secretary Strowbridge so that all the powers of the cemetery com-

Consider Your New Resolutions Today

First in importance comes "BITULITHIC STREETS"



San Francisco, Los Angeles and San Diego Direct North Facific S. S. Co.'s S. S. Roanoke and S. S. Eider sail every Wednesday alternately at 6 P. M. Ticket office 113 Third st. near Alder.
MARTIN J. HIGLEY, Passenger Agent, W. H. SLUSSEM, Freight Agent.
Phones M. 1814, A 1814.

TRAVELER'S GUIDE SAN FRANCISCO & PORTLAND SS. CO. New service to Los Angeles via San Fran-From Ainsworth Dock, Portland, 4 P. M. S.S. Bear Jan. 2, Rose City, 7, Beaver 12. From San Francisco, Northbound, 12 M.
SS. Rose City Jan. 1, Beaver 6, Bear II.
From San Pedro, Northbound.
SS. Beaver Jan. 4, Bear 9, Rose City 14.
H. G. Smith, C. T. A., 142 Third St.
J. W. Bansom, Agent, Almsworth Dock.
Phones: Main 402, 286; A 1402.

COOS BAY LINE ETEAMER BREAKWATER salis from Alaska dock, Portland, S P. M. Dec. 13, 20, 27, Jan. 3, 10, 17, 24, 31, Feb. 7, 14, 21, 28 and during the every Tuesday night thereafter during the Winter. Freight received at Alaska Dock until 5 P. M. daily. Passenger fare first-class, \$10; second-class, \$7, including meals and berth. Tickets on sale at Alasworth Dock. Phones Main 268. A 1234:

S.S. Golden Gate for Tillamook, Bay City and Garibaldi

Leaves Wash.-st. dock Tuesday at 5 P.M. Freight and Passengers. Phone Main 8619. A 2465.

CUNARD CRUISES RIVIERA EGYPT MADEIRA GIBRALTAR ALGIERS VILLEFRANCHE GENOA NAPLES ALEXANDRIA FIUME CARONA FRANCONIA CARNA WITHOUT CHARGE WITHOUT CHARGE WITHOUT CHARGE JAN. 21, FEB. 18, MAR. 11, TORN PARTICULANS APPLY TO DUR AGENCIES AT LOUIS TORN PARTICU

LUMBERMENS

CORNER FIFTH and STARK STREETS PORTLAND, OREGON

NATIONAL BANK

subject to the rules and regulations of the company.

Attorneys who have looked into the Commercial Club building, at 4 o'clock.

Capital \$500,000

UNITED STATES DEPOSITARY

THE BANK OF CALIFORNIA NATIONAL ASSOCIATION

OF SAN FRANCISCO FOUNDED 1864. 五二日本書 中 南田 田田 古

in the deeds to all lots.

committee will meet this afternoon at

Surplus and Undivided Profits \$7,836,754 BRANCHES

Portland, Seattle, Tacoma and Virginia City

We buy and sell Foreign Exchange; issue Drafts and Cable Transfers, Commercial Credits and Travelers' Letters of Credit, available in all parts of the world; make collections on all points and conduct a general foreign and domestic banking business.

INTEREST PAID ON TIME AND SAVINGS DEPOSITS.

PORTLAND OFFICE

Northeast Corner Second and Stark Streets J. T. BURTCHAELL, Asst. Manager. WM. A. MAC RAE, Manager.

Ladd & Tilton Bank

OLDEST BANK ON THE PACIFIC COAST

Capital \$1,000,000

SURPLUS AND PROFITS \$600,000

W. M. Ludd, President. Edw. Cookingham, Vice-President. W. H. Dunckley, Cashier. Watter M. Cook, Ass't Cashier.

First National Bank

Capital \$1,500,000 Surplus 750,000

Oldest National Bank West of the Rocky Mountains