

EXCITEMENT ON STOCK EXCHANGE

Republican Victory Casused Great Boom in Stocks.

WILD EXCITEMENT ABROAD

London Exchange Did Large Business in Americans—New York Commission Houses Were Open All Election Night.

LONDON, Nov. 7.—The initial scenes on the stock exchange today were of as wild excitement as in 1896, perhaps exceeding it. The attention of the stock exchange was centered almost entirely on America. The excitement continued during a great part of the day.

BOOM IN STOCKS.

NEW YORK, Nov. 7.—No such excited demand for stocks has been witnessed on the New York exchange since the boom days of speculation in securities in the spring of 1899, as today kept all the departments of the stock exchange at a fever heat of animation and activity. The rush to buy stocks was overwhelming, yet it had no great effect on prices.

A very large business in Americans had been done in the London market before the stock market opened in New York. The commission houses kept their offices open all night and took orders which were executed in London as early as 3 o'clock by New York time.

TO ASK FOR REPRESENTATIVE.

Four Delegates Chosen at Nomic to Appear to Congress for Representation.

The Chamber of Commerce at Nomic and the Nomic Progress Club have recently elected George Murphy and a mass meeting of the citizens has chosen Messrs. Baldwin, Knight and Rindinger as delegates to go to Washington under the following instructions: To advocate:

1st. That we be allowed a delegate to congress to be elected at large from the whole district who will represent the needs of the district in congress on the floor of the house.

2nd. A revision of the mining laws so that the great placer and quartz mines of the district of Alaska may be intelligently and successfully worked for the benefit of the individual miner.

3rd. That municipal organization may be authorized to appropriate all the taxes and licenses paid by citizens within their boundaries instead of one-half as at present, and that the same be appropriated to the support of schools and for municipal purposes including street improvements, fire protection, and sanitary purposes, and for the general benefit of the municipality with no legal restrictions as to the legitimate purposes to which the same may be applied.

4th. Considering our isolated position and our importance as a district contributing a large amount of wealth to the treasury of the United States that we should be entitled to telegraphic communication with the outer world and increased mail facilities."

HONG KONG'S DOPE FARMER.

Chicago Times-Herald. In the colony of Hong Kong there is a Chinaman who, while his brief reign lasts, is spoken of by the quarter of a million of his fellow countrymen on the island with bated breath. To these Celestials, subjects of Queen Victoria, the emperor of China is not nearly so great a man as the "opium farmer," and the queen herself, compared with "his mightiness of the drug" is in their eyes only a far-away sovereign, not half so imposing.

In order to regulate to some extent

Fisher's Opera House

L. E. SELIG, Lessee and Manager.

Two Performances of Real Live Fun!

SATURDAY, NOV. 10

MATINEE AND EVENING

THE FAMOUS ORIGINAL

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"Has made millions laugh!"

America's foremost Dialect comedian,

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(as "Ole.")

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NATIONAL SWEDISH

LADIES QUARTETTE.

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Dozens of Specialties! Worlds of Fun!

ADMISSION—Matinee, children to any part of the house, 25 cents; adults, 50 cents.

Evening, reserved seats, 75 cents; gallery, 50 cents.

Advance sale of seats opens at Griffin & Reed's Friday morning.

IMPORTATION OF OPIUM INTO HONG KONG

and to simplify the collection of duties, the British government several years ago decided to place the whole business in the hands of one man. Realizing, however, the tremendous and arbitrary power that could be wielded by a single individual in such a position, it was also decided that the office should only be held one year and that no person should be allowed to keep it for more than a single term. So it was announced that the government was prepared to accept bids for the privilege.

Since that time the selection of an "opium farmer," as he is called, has become an annual event. The highest bid generally ranges from 600,000 to 800,000 taels, according to the prospects of the poppy crop for the year and the condition of the market. The successful applicant is duly gazetted in his position and he is given the assistance of a fleet of a dozen swift government customs vessels to protect his interests. He himself employs several junkies to guard his business against smugglers, but he must only use these boats for the purpose of obtaining information. If he secures knowledge of smuggling operations he turns it over to the authorities who run the malefactors down. Nearly every week in the year there is a smart skirmish between the sampans of the smugglers from the mainland of China and the revenue cutters. Pretty little battles some of them are too, and very useful in giving young British middles and junior naval officers their first taste of sea fighting.

LIBERTY'S LIGHTNING ROD.

The statue of Liberty in New York harbor was recently struck by lightning and emerged unharmed. One bolt struck the raised arm and another hit it on the forehead. The statue is protected by the finest system of lightning rods ever made. Lightning is no more dangerous than disease, and yet many people will protect their homes, while exposing their bodies to the deadly enemy. The best protector in the world is Hostetter's Stomach Bitters. It will cleanse the system, invigorate the nerves, and enrich the blood. It does this by strengthening the digestion. Good health depends solely upon the proper performance of this important function. Weakness here results in constipation, indigestion, dyspepsia or biliousness. See that our Private Revenue Stamp covers the neck of the bottle.

COAST SALMON PACK SHORT.

Decrease of 400,000 Cases Over Total for 1899.

Tacoma Ledger. The 1900 Pacific coast salmon pack will aggregate 2,843,132 cases, which is a decrease of nearly 400,000 cases when compared with the 1899 pack, which was 3,243,175 cases, while in the year 1898 the total pack aggregated 2,551,328 cases.

The Puget sound pack of 261,000 cases is unusually light, showing a decrease of 531,224 cases from the record for 1899. There were no humpbacks this year and the entire fall pack is only 109,000 cases. The run has been very light, as with the enormous amount of gear used a much greater proportion of salmon to the run has been caught than heretofore. Canneries are practically all closed.

FRASER RIVER DECLINE.

The Fraser river pack shows a marked decline, being 186,450 cases, of which 25,000 are fall, against 510,283 cases in 1899. The present season was aggravated as much by striking fishermen as by the bad run. The increased gear on Puget sound is also a heavy interference at the entrance to the Fraser.

The Columbia river continues to decline, the 1900 pack of 222,000 cases being 48,125 cases short of the 1899 pack. The packs of the Washington and Oregon coast streams and the Sacramento pack about hold their own.

The entire coast barreled salmon pack is given at 27,993 for 1900, which includes 19,393 barrels from Alaska and 8,600 barrels miscellaneous, made up of 5,600 barrels on Puget sound and 3,000 on Fraser river, Columbia river and the Oregon coast. Previous to 1899, the pack for ten years averaged 14,000 barrels per year.

PACK BY DISTRICTS.

The total 1900 pack is divided as follows: District—Cases. Puget sound 261,000. Washington coast 45,000. Fraser river 186,450. Skeena and other B. C. 221,500. Columbia river 292,000. Oregon coast 45,000. Sacramento river 35,000. Alaska 1,654,299.

Grand total 2,843,132. The following table shows the pack of Puget sound for 1900, the figures in parentheses following the names of firms indicating the canneries operated.

SPRING SOCKEYE PACK. Firm—Cases. Alaska Pack's Ass'n (3) 22,000. Pacific American Fish Co. (3) 69,000. Puget Sound Pack'g Co. 20,000. Fairhaven Canning Co. 7,500. Puget Sound & Astoria Pack'g Co. 5,300. Pacific Northwest Pack'g Co. 1,250. Almsworth & Dunn (2) 27,000. J. W. & V. Cook (2) 8,000. Rosario Straits Canning Co. 1,050. Fidalgo Island Packing Co. 12,500. Anacortes Packing Co. 16,800. Carlisle Packing Co. 10,000. George T. Myers 9,000. George & Barker 9,500.

Total sockeyes 220,000. Total red spring salmon (all canneries) 22,000. Total spring pack 242,000. Fall pack, all canneries 45,000. Cohoes 35,000. Chums 24,000.

Total fall pack 109,000. Grand total 1900 2,843,132. The Washington coast pack for 1900 is estimated at about 45,000 cases, which includes 20,000 cases at Grays Harbor and 25,000 cases at Willapa Harbor.

The worst thing about a family tree is that it requires too much white-washing to keep the insects off.

PRESIDENT OF THE SOUTHERN PACIFIC

The Railway Age.

The Southern Pacific Company has made a great acquisition and the Grand Trunk railway has suffered a corresponding loss in the decision which transforms the general manager of the latter into the president of the Southern Pacific system. Charles M. Hays is a gratifying example of what a young man with ability and a tremendous capacity for work can accomplish in this country, without capital, political influence or favoritism. For four years he was an office clerk; for nearly two years more he was general manager's secretary—a splendid school for the all-round railway man; for the next nine months he was assistant general manager, and then he reached the goal of most railway men's ambition by becoming general manager, at the age of thirty-three. For eight and a half years the Washab was able to retain him in that position, until nearly five years ago, when he accepted the larger and more difficult work of operating the Grand Trunk. His success in rehabilitating that great property has been warmly acknowledged at the half yearly meetings of the English stockholders—gentlemen who are generally less ready to praise than to blame—and the announcement that the company is to lose his services will cause a general regret as well as surprise. The presidency of a vast corporation, such as the Southern Pacific, with its nearly 10,000 miles of railway lines, directly and indirectly controlled, operating thousands of miles of steamer lines, reaching to the South sea and the Orient, and numbering its employees by tens of thousands, is a position of power and usefulness that may well satisfy any man, and the man who has attained this was a clerk sixteen years ago. In addition to the rapidity of his rise two facts are noticeable in examining the dates of Mr. Hays' railway career—that his official services thus far have been with two companies only and that from his entry into railway work as a boy of seventeen he has never for a day been out of employment, stepping from one position to another that was higher by a continuous progress. Such a record is rare in a profession so full of vicissitudes as that of the railway official, and it is proof of extraordinary and varied abilities.

The accession of Mr. Hays to the presidency, with his office and residence in San Francisco, will, it is believed, begin a new era in respect to the attitude of the California public toward the Southern Pacific Company and its management. For thirty years and more this company and its predecessors have labored under the open hostility or secret suspicion of a large part, if not all, of the people of the Pacific coast, the chief beneficiaries of the pioneer transcontinental lines. The Central Pacific and its outgrowths were originated and controlled by four men, and it was easy to start the cry of monopoly tyranny, despotism against those who ruled the sole and indispensable means of transportation in a vast territory. The forceful men who dared to stake their all on the venture of the first railway across the desert and the mountains seemed to many arrogant and overbearing in exercising their great powers. The great cost of construction in those experimental days, the sparseness of the population and the expense of the operation on many new parts of the road compelled the builders to fix high rates for transportation, and when offended applicants for lower charges began to agitate for legislation against the great monopoly, the railway company had to use its political influence also, and so the Southern Pacific became in time the object of warfare of extraordinary bitterness and persistence. Conditions have changed of late years and the company and a majority of the people now have a better understanding of each other, but there is still a considerable faction, represented by several of the strong papers of San Francisco, whose voice is ever raised against the Southern Pacific, in regard to which they continue to believe that whatever is wrong.

It is time that this profligate war should cease. The four men whose achievements evoked it—Stanford, Crocker, Hopkins, Huntington—have passed from the scenes of their mighty labors, of which California is in the enjoyment, their millions have been dispersed through countless channels of industry and usefulness, the ownership of the vast railway system which they originated is distributed among tens of thousands of stockholders in many states and many lands, San Francisco has developed from a provincial town, jealous and fearful, into a strong and growing metropolis, another great railway has crossed the continent and built a new highway from the Golden Gate, and the days of monopoly in transportation on the Pacific coast are forever ended. The Southern Pacific is under a new regime; its president—born since the Central Pacific came into being—succeeds to the chair of Huntington and Stanford unhampered by the prejudices, misunderstanding and mistakes which

BOULEVARD FOR SEATTLE. Seattle is to have a boulevard and the city engineer is at present engaged in making the survey and estimates on the cost of completing the work. While no definite plans have yet been made, the boulevard will be one of the most elaborate in the West. Besides bicycle paths, it will include superb driveways, broad sidewalks and will be parked throughout its length. Beginning at Lake View avenue, where the bicycle path branches off, it will follow the general course of the latter to East Thomas street near the shores of Lake Washington. For scenic beauty the boulevard will be without a rival in any other city on the Pacific coast.

SOUTHERN CALIFORNIA.

Notable among the pleasures afforded by the Shasta Route is the winter trip to Southern California and Arizona. Renewed acquaintance with this section will ever develop fresh points of interest and added industries, in its prolific vegetation and among its numberless resorts of mountain, shore, valley and plain.

The two daily Shasta trains from Portland to California have been recently equipped with the most approved pattern of standard and tourist sleeping cars, but the low rates of fare will still continue in effect. Illustrated guides to the winter resorts of California and Arizona may be had on application to C. H. MARKHAM, G. P. A., Portland, Oregon.

These are two things that can always be found in the Ark—a carpet tack, and a piece of hamburger cheese.

No External Symptoms.

The blood may be in bad condition, yet with no external signs, no skin eruption or sores to indicate it. The symptoms in such cases being a variable appetite, poor digestion, an indescribable weakness and nervousness, loss of flesh and a general run-down condition of the system—clearly showing the blood has lost its nutritive qualities, has become thin and watery. It is in just such cases that S. S. S. has done some of its quickest and most effective work by building up the blood and supplying the elements lacking to make it strong and vigorous.

"My wife used several bottles of S. S. S. as a blood purifier and to tone up a weak and emaciated system, with very marked effect by way of improvement. We regard it a great tonic and blood purifier."—J. F. DUFFY, Princeton, Mo.

SSS is the greatest of all tonics, and you will find the appetite improves at once, strength returns, and nervousness vanishes as new rich pure blood once more circulates through all parts of the system.

S. S. S. is the only purely vegetable blood purifier known. It contains no minerals whatever. Send for our free book on blood and skin diseases and write our physicians for any information or advice wanted. No charge for medical advice. THE SWIFT SPECIFIC CO., ATLANTA, GA.

have characterized the attitude of presidents and people in the past, and comes bringing a clean sheet for a new record. He is a just, broad-minded, public-spirited man, duly appreciative of public sentiment, deeply impressed with the duty of the railway to the people, up to date and progressive in his methods of management, a twentieth century executive. Now let the people of California forget their old grievances, stop their fault-finding with men and conditions that are gone, and begin to co-operate with and encourage the new head of the Southern Pacific and the able men who are now conducting that property with such signal success.

GOLD NEAR DETROIT.

Salem Statesman. Gold bearing ore, mountains of it, varying in value from low grade to extremely rich, has been found a few miles from Detroit, in the eastern part of Marion county, and a number of claims have already been staked by eager seekers for riches.

A short six months ago, while running some lines about one and one-half miles from the town of Detroit, W. J. Smith's compass refused to work. As he was in a hurry at the time he did not stop to investigate the cause. Later, however, he again visited the same place, and discovered free milling ore assaying \$5.50 per ton. This was some little time ago, and it has been kept very quiet.

Of late the matter of the find has leaked out, and further prospecting resulted in bringing to light much richer ore, which is now being assayed. The mines found are similar to the Treadwell mines in Alaska, not ledges but mountains, and run about six miles in length, and three-quarters of a mile wide. Twenty claims have been taken, some thirty-five men were prospecting the district Monday with good success. Smith & Smith will put in machinery as soon as the necessary arrangements can be made.

If later prospects should develop the riches promised by the first finds, the prospects are very flattering, and a gold excitement of no mean proportions—a Klondike on a small scale—is certain to result.

SOME REASONS

Why You Should Insist on Having EUREKA HARNESS OIL. Unequaled by any other. Renders hard leather soft. Especially prepared. Keeps out water. A heavy bodied oil. HARNESS. An excellent preservative. Reduces cost of your harness. Never burns the leather; its efficiency is increased. Secures best service. Stitches kept from breaking. OIL is sold in all localities. Manufactured by Standard-Oil Company.

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All agents sell tickets via The Northwestern Line. W. H. MEAD, General Agent, 248 Alder Street, Portland, Oregon. H. L. SISLER, Trav. Agent, 400 W. 1st St., Portland, Oregon.

O.R.&N.

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Lists various train routes and schedules between Portland and other cities like Salt Lake, Denver, St. Paul, Chicago, etc.

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An experienced excursion conductor General Freight and Passenger Agent, wants and welfare of passengers will be in charge of Tourist sleeping car to Chicago via Union Pacific. This car leaves Portland on "The Portland-Chicago Special" at 9:15 a. m., making close connections at Chicago with similar service to Boston and New York. Elderly people and ladies traveling alone or with children will find this service very convenient and satisfactory. For tickets, berth reservations and full information, call on G. W. LOUNSBERRY, General Agent, O. R. & N. Co., Astoria, Oregon. Or J. H. LOTHROP, General Agent, 135 Third St., Portland, Oregon.

A NEW TRAIN.

The Chicago, Milwaukee & St. Paul 25th & New Train between St. Paul and St. Louis, called the "Flying Dutchman." The train will have through sleeping cars and be first-class throughout. Ask any ticket agent for particulars or address C. J. EDDY, General Agent, Portland, Oregon.

SOME REASONS

Why You Should Insist on Having EUREKA HARNESS OIL. Unequaled by any other. Renders hard leather soft. Especially prepared. Keeps out water. A heavy bodied oil. HARNESS. An excellent preservative. Reduces cost of your harness. Never burns the leather; its efficiency is increased. Secures best service. Stitches kept from breaking. OIL is sold in all localities. Manufactured by Standard-Oil Company.

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