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EXCLUSIVE TELEGRAPHIC PRESS REPORT.

VOL. XLV.

ASTORIA, OREGON, THURSDAY MORNING, AUGUST 20, 1896.

NO. 138

.... THE GREATEST
PLACE OF AMUSEMENT
On the Pacific Coast
THE LOUVRE
One Cannot Be Said to Have
SEEN ASTORIA
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The Louvre!
Pool Tables
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Excellent Music
Finest Wines and Liquors
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Orchestral Music!

The Louvre
Corner Seventh and Astor
August Erickson, Proprietor

The Lightest Store in Town

Our Customers can see what they're buying.

A Father's Advice.



My son, save your dollars, and fortune will crown your economy. Don't pay \$15 or \$17.50 for a suit of clothes when you can buy the same suit for \$11.50 at Herman Wise's store. Herman Wise's suits are made by the leading manufacturers; they are trimmed with strong lining, they are sewed with silk, they are guaranteed to fit, and Herman Wise will keep in repair for one year any suit bought at his fine store.

Jumping Mad!



A well known gentleman was mad the other day; why? Because he paid \$15 for a suit of clothes in one of the stores and afterwards found that Herman Wise is selling better suits at \$11.50 each. His didn't fit. Wise's are guaranteed to fit. His was sewed with cotton. Wise's are sewed with silk. His had coarse lining. Wise's are lined with Farmer satin. He paid \$15 for his suit. Wise charges only \$11.50 for better suits and keeps any suit bought in his store, in repair for one year. Buy one of Wise's special \$11.50 suits at

HERMAN WISE,

The Reliable Price Clothier.

Commercial Street,
Opposite Palace Restaurant.



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Wagons,
Baby
Carriages,
Base Ball
Goods,
Fishing
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Sets
Garden Tools

Our Handy Wagon...
Combines all the features of the child's plain wagon and a velocipede, and, all things considered, costs the consumer less than either. So desirable, convenient and satisfactory has it proven, that, as a ready "seller," it has no equal. We take a special pride, too, in delivering the same promptly and in faultless condition to the trade.

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GRANITE WARE, ROPE,
STOVES, IRON PIPE, TER-
RA COTTA PIPES, BAR
IRON, STEEL, CANNERY
SUPPLIES, LOGGERS'
TOOLS

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COMPETITION

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Convinced

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THE SECOND DAY A GRAND SUCCESS

Crowds Continue to Arrive in the City From All Quarters of the State.

THE FIREMEN'S TOURNAMENT

General Session Will Be Held Today—Parade and Banquet Tonight—Day Full of Interesting Events—The Winners of Yesterday.

The second day of the regatta opened yesterday under most propitious circumstances. The weather was favorable and the largely increased crowd of spectators added interest to the events.

The first race on the card was for single scull pleasure boats, with F. Taylor and P. Hansen as starters. Hansen was the first one off and commenced with an exceedingly rapid stroke, which gained for him an advantage too great for Taylor to overcome. He dropped out near the rounding buoy, Hansen finishing as he pleased and winning the \$15 prize.

Race No. 2 was a contest between Whitehall boats double scull, manned respectively by Hill and O'Brien, and Corneo and Griep. The boats got away well together and made a game struggle, but on the return the bronzed forms of the former two showed up in the lead, passing the line first and maintaining the even stroke with which they started. The prizes awarded were \$15 and \$10 respectively.

Among nautical men the ship's boat race created lively interest, the same crews as on the previous day competing, the Antelope's crew being given a handicap of 20 seconds. Both boats started together, with a stroke about even, at thirty to the minute. The Sutherlandshire boat was slightly in the lead until near the buoy, where both came so close together that there seemed imminent danger of a mix-up; the struggle of the race here took place for the advantage at the turn, which the Sutherlandshires gained, increasing their lead to an open length, which soon became four, when the China steamer Altmore was reached, after which there was no material change in position. The Antelope's crew won by a slight margin on account of their time allowance. The prizes awarded were \$15 and \$10.

The tub race, the most amusing feature of the day, took place just as the sun came out for the first time. The judges' boat, the Ida Hazel, took the fleet to sea at a point opposite the grand stand, where the tubs were launched, each rigged with a broom for an oar. Sheriff Hare aided ex-Sheriff Smith into his tub, but the latter demonstrated his affinity for water by an immediate immersion which discomfited him not a bit. Harry Phillips, in a bright blue suit, had the next mount, but his equilibrium was not properly ballasted, and he, too, followed his ship in its downward course. Millard Hardesty seemingly knew his weak point and handled his broom gently, while gallant Grant Trullinger boldly made for the goal, followed by Smith, who swam behind and used his tub as a battering ram. Try to this point the upset necessary to winning had not occurred with Hardesty and Trullinger. The former gracefully lived from his boat without so much as dampening the bottom of his craft, while Trullinger went from under with a splash that gave apprehension of a tidal wave at the docks. The judges awarded the prize to Trullinger—\$15.

The Fort Stevens and Fort Canby Life Saving crews then gave a magnificent exhibition close to shore where their every movement and maneuver could be closely watched. The crews of constant and repeating their positions in the boats with wonderful celerity occasioned much favorable comment. The contest was a tie.

After luncheon a stiff northwest breeze arose which greatly added to the interest in the fishboat races. The judges' boat early sailed up the bay to the buoy opposite the Eagle cannery, and marked off the course plainly for the racers, who soon made their start. The many white sails in the fleet as they went up the bay made a most beautiful sight. Four boats abreast, No. 1 on the inside, with 5, 24 and 14 ranged in order, first made the attempt for the turn, each crew dropping its stunsail, bearing heard to starboard, and opening out on the reach to the north. No. 1 gained a length by her position, the others following in close proximity. No. 14 came six lengths behind, and the entire squadron in the van began playing for the wind and first position at the north stakeboat. Nos. 5, 18 and 11 came next, and 6, 10 and 16 had a pretty brush. No. 16 sailing close to the buoy and gaining the turn first, with No. 21 100 yards behind. Nos. 7, 19 and 21 came up in a wedge form, with 7 at the point, but 19, from behind, took the wind from her, and sailing past, fouled with her sail running the boom of No. 7 through it. No. 3 followed next and 27 and 20 came in close order, with 15 and 28 together four lengths behind. No. 17

made the turn with 4 in next position and 11 trailing.

The crews soon became due, Maud and Effie M., surmounted by the American flag made the race to the buoy, which the Maud succeeded in gaining first, and the Belle came on some distance behind.

The 20-footers then put in an appearance. Nos. 4 and 5 gaining the first point of vantage, 4 being on the inside. Nos. 1 and 2 made a very pretty match and soon effected the turn, setting out in pursuit of the two leaders, the four proceeding in double column to the north stakeboat. No. 2 of the 20-footers then rounded the stake, by which time the fishing boats were coming around for the second half, and had been joined by the large sloops just starting from the line, and the scene was one only to be witnessed during a regatta.

On the second round No. 8 fishing boat had passed her former leader and now led the way by a quarter of a knot, No. 1 dropping back to second position, 5 had moved up to third place, 14 had dropped back to fourth, and 19 came close behind. From this point, sloop, fishboat and 20-footers came in such a mass that it seemed to be a miscellaneous race, and anybody's at that.

Among the larger boats the White Wings surprised yachtsmen by securing first place, leading the others around the course. The Lizzie Brown and the Pearl had exasperating experiences, and the Columbia became disabled during her run, while the Mayflower rested on her past laurels, finishing with a modest position at the finish.

The drill by the boats from the Shoalwater Bay fleet was one of the prettiest events of the day, and was watched with much interest by the crowds on the flagship and grand stand.

The following are the winners in the fish boat race: No. 8, Emil Mattson, time, 2:17.15, bale of Finlayson's twine; No. 2, Andrew Bakka, time, 2:19.30, lot Young's addition; No. 3, Gus Snugg, time, 2:22.25, \$25.

Sloop schooners—Maud, time 3:05.40, \$40; Effie M., time 3:14.17, \$25. 20-footers—Unknown, time 1:15.04, \$25; Curio, time 1:16.26, \$10.

Sloops—White Wings, 1:01.25, \$40; Pearl, 1:02.56, \$25; Lizzie Brown, 1:10.11, \$10.

The program for today is as follows: 9:30 a. m.—Ship's boats, four oared, prizes \$15 and \$10; course, flagship to No. 3 tank buoy and return, two miles. Entries:

1. Antelope.
2. Sutherlandshire.
3. Fishing boats, pulling, prizes \$40, \$20, and entrance fee; course, flagship to No. 3 tank buoy and return, two miles. Entries:
- 1—A. Sanders.
- 2—Palo and Kaski.
- 3—Johnson and Iverson.
- 4—Hanson and —
- 5—Johnson and Ljamaa.
- 6—Johnson and Liedberg.
- 7—Driscoll and Sverdrup.
- 8—Powell and Tompkins.

10:30 a. m.—Milk boat race; prizes \$15 and \$5; course, 7 1/2 miles. Entries: Milkmaid, Brisk.

Tubs, one capsize or no race; prize, medal; course, lower end of grand stand to upper end thereof.

10:45 a. m.—Duck hunt; prize, box of cigars; course, front of grand stand.

11 a. m.—Tubs, two men in the tub; prize, beer; course, grand stand to flagship; entries:

- Mr. Wallace Stuart, Maydower; Mr. W. Calhoun.
- 11:15 a. m.—Greased gear walking; prize, medal; course, northwest corner Ross-Higgins wharf to end of spar.
 - Exhibition, saving life from wreck, Fort Stevens Life Saving crew.
 - 1 p. m.—Columbia river fishboats; sailing; prizes, first, bale of Marshall's twine; second, lot in Taylor's addition; third, \$25; course, 1 1/2 miles; entries:
 1. Isaac Halvonen.
 2. Andrew Bakka.
 3. F. Nerberg.
 4. Fred Mattson.
 5. Gus Snugg.
 6. Chas. Wilson.
 7. Nester Toivonen.
 8. Alex. Carland.
 9. Andrew Kari.
 10. Jno. Rock.
 11. W. Elliott.
 12. Herman Hents.
 13. Sam Peterson.
 14. Andrew Kantala.
 15. Henry Puskala.
 16. Theo. Smith.
 17. R. Peterson.
 18. Jno. Mostik.
 19. John Weston.
 20. August Ide.
 21. O. P. Anderson.
 22. P. McDonohoue.

1:15 p. m.—Sloop schooners; prizes, first, lot in Sunnyead; second, \$25; course, 7 1/2 miles. Entries: 1—Maud.

(Continued on Fourth Page)

SWIFT JUSTICE WAS METED OUT

Orderly Band of Determined Citizens Hang a Wretch in Idaho Without Authority of Law.

AN UNFORTUNATE OUTRAGE

Miss Mary Richardson, While Traveling Alone on Horseback, Attacked by an Indian and Criminally Assaulted—The Crime Speedily Avenged.

Spokane, August 19.—A special to the Spokesman-Review from Lewiston, Idaho, August 19, says that Frank Biles, a half-breed Indian from the Nez Perce reservation was taken from the Astoria jail at 11 o'clock last night and hanged by a mob of indignant citizens. His crime was the criminal outrage of Miss Mary Richardson, a young woman 17 years of age. Miss Richardson, whose home is in Enterprise, Oregon, was in delicate health, and had been visiting friends in this vicinity. Yesterday she started from Lewiston for Astoria. She rode horseback and was unattended. On the road she was overtaken by Biles and two Indians from the reservation. They passed her, but in a little while Biles left the other Indians and rode back to the unfortunate young lady. Riding alongside her he grabbed the horse's bridle and attempted to lead the animal away from the road into some bushes. She resisted, and sprang from the horse and ran screaming from the villain. Biles ran after her, caught her by the dress, snatched a revolver and threatened to kill her. He then dragged her into the bushes, and in spite of the fierce resistance of his victim, succeeded in his damnable purpose. The vile deed accomplished, he left his victim, remounted his horse, and rode on to Astoria. Miss Richardson, weak, and trembling with horror and indignation, made her way to the roadside, where she was found by Mr. VanArsdale, who was passing in his buggy. He took her to Astoria, where she told her story. The news of the outrage spread like wildfire, and officers immediately went in search of the criminal. They found him in an Indian camp in the outskirts of Astoria and placed him in jail. Meanwhile, indignant and determined men were gathering for vengeance. They took Miss Richardson before the prisoner, and she promptly identified him as the villain who had outraged her. They then satisfied themselves of the entire respectability and truthfulness of the young lady.

The next step was to have two local physicians testify as to the nature of the outrage. By this time dusk had deepened into darkness. About 11 o'clock an orderly and determined band of about thirty citizens marched to the jail and demanded the keys of the jailer. That official refused to comply, and the keys were taken from him by force. The determined band then went to the jail, unlocked the door, took out the prisoner, and carefully relocked the door to prevent the escape of another inmate held for horse-stealing, and then returned the keys to the jailer.

The jail is surrounded by a high board fence. Across one corner of this a long stout pole was laid. A rope was then noosed around the neck of the culprit, the other end thrown over the pole, and many stout and willing arms quickly drew up the dangling body. The rope was secured, and the party remained in the jail-yard until all question of the death of the prisoner had been removed. From the first to the last Biles was silent and refused to make any statement.

THIS WAS A HAUL.

A Lone Highwayman Makes a Pick-up of Nearly \$1,000.

Spokane, August 19.—George B. McCauley, secretary of the Cariboo Mining Company, while returning from Camp McKinney, B. C., with nearly \$1,000 worth of gold bullion, was held up and robbed by a masked man. McCauley was alone and unarmed.

ELECTRIC STARTER.

Salt Lake, August 19.—A Tribune special from Helena says:

Today, for the first time in the history of racing, was an electric starting machine used on the race track in the starting of horses. J. W. Cox, of Portland, is patentee and is acting as starter. The machine works similarly to the Australian one, except that electricity is used to release the gate instead of springs.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.
Royal Baking Powder
ABSOLUTELY PURE