

NO OBJECTIONS RAISED.

The Mass Meeting Ends Very Satisfactorily.

Yesterday morning Liberty Hall was crowded with citizens called together by the notice which had been extensively circulated in all parts of the county, calling upon all parties having objections to the building of the Youngs Bay bridge to meet Lieut. Taylor.

On motion of C. W. Fulton Mayor Kinney was called to the chair and without any preamble, addressed himself to Lieut. Taylor, U. S. E., who is acting in the place of Major Handbury until the latter's successor reaches Portland. Mayor Kinney said that the Seashore Railroad company stood ready to complete the Youngs Bay bridge into Astoria on the site laid down in the plans that had already been submitted to the United States engineers, The Walluski River, Young's River, and the Lewis and Clarke would all be more or less affected by the building of this bridge. Clatsop county was today cut into two parts by that stretch of water known as Young's Bay, and half of it was thus most inconveniently separated from Astoria, —the county seat and the center of all the most important business of this section of the state. The portion so cut off, moreover, was capable of supporting in comfort a dense population including some of the finest seaside resorts on the Pacific, and numerous hotels. In order to establish easy communication with these localities and to possess other than stage connection, \$190,000 of Clatsop county money was put into the railroad as it stood at present. Application had been made to the government five years ago through Senator Dolph, and that gentleman had put a bill through congress giving the Astoria people the right to build a bridge across the bay on permission being given by the engineering department. For three years this measure remained without anything being done. Money was scarce and progress was impossible at the end of that time, and by its own terms the bill was cancelled. Within the last two months, however, Astoria had been able to secure almost certain control of cash enough to complete the bridge. An engineer had been employed to draw up plans which had already been submitted, and he could assure Lieutenant Taylor that the desire for work was almost unanimous. He believed that many of those who had formerly signed a remonstrance against the building of the bridge were now won over. Their general desire seemed to have been that the bridge should have been laid further up stream, and it would have been consented to except for account of the added cost such a move would necessitate. Two draws would have had to be built instead of one and there would have been an additional 2 1/2 miles of road. At the southern extremity of the Seashore road there existed coal beds lying over a distance of 2 1/2 townships. Beyond that is the region of the Nehalem river, with a thriving population of 2000 people and room for many more. The final outcome of the road would trend through the Tillamook country, and to connections with another line of railway. If the bridge were built by the early summer, as he hoped it might be, the seashore travel would be very largely increased, with a consequent benefit to Astoria. "In conclusion," said the mayor to the engineer, "the people of this county and city, as politely as they can, demand the bridge." (Applause.)

Lieutenant Taylor said that he had come to Astoria for the particular purpose of hearing any objections that might be raised to the building of the bridge. Five years ago some very serious objections had been urged, the principal of which were that such a structure would do very great injury to property owners in the vicinity, and shipping men. He personally believed that the interests in favor of the bridge were far greater than those opposed to its construction. It might be the last time that any objectors would have an opportunity to state their opinions, and he hoped if there were any present they would take advantage of it.

Hon. C. W. Fulton moved, in order to bring the matter before the meeting, "that the unanimous sentiment of this meeting is that the Young's Bay bridge be built on the site as laid down on the present plans." He didn't want anybody who desired to speak against the motion to think that any ill-feeling would be engendered by their so doing. The matter was one on which it was imperative that full and free discussion should be allowed.

Lieutenant Taylor desired the people to speak their sentiments and would ask the objectors not to be afraid that their remarks were going to knock the bridge project on the head. He, of course, could not say what influence the objections were going to have on his mind.

The motion was seconded. C. S. Dow, of the Lewis and Clarke, as one of the original signers of the remonstrance, rose and objected again to the present site of the bridge, but feeling that most of the parties who signed the remonstrance with him had gone over to the enemy, and that there were only a few left, he and the balance who still held out had decided to withdraw all opposition, and to throw no more obstacles in the way of building the bridge. (Applause.) His principal objection had been that the bridge would cut off the channel of the Lewis and Clarke.

"What is the draught of the boats that run up the Lewis and Clarke," asked the engineer. "I can't tell you," replied Mr. Dow, "but two lines used to run regularly to Fort Clatsop to carry passengers,

the Telephone and the Company's boat. But I want it distinctly understood that I have withdrawn all opposition of an active nature." Captain Dillon took issue with Mr. Dow concerning the blocking of the Lewis and Clarke channel. There was no channel there at all; only a small basin which boats could ascend until they struck a sandbank that necessitated them turning about and finding an entrance through Young's River channel.

Captain Larsen, of the "Brisk," took Mr. Dow's part. There was a channel. He didn't think it was very deep, but there was one.

"What is the draught of your steamer?" asked Mr. Kinney. "She is a great big one," said Larsen. "Thirty feet long, and draws three feet of water."

Captain Gunderson, of the Electric, Captain Skibbe, of the Eclipse, Captain Parker, of the Astorian, Captain Haaven, and several other marine men supported Captain Dillon's statement. Captain Woods was particularly emphatic. The channel at present was the same channel as that which existed in 1868. The statement that bad winds would affect the draw of the bridge was utter nonsense. He believed that a man who would not be able to run through the proposed draw would not have the ability to go through any draw that was ever built. There were no freshets to encounter such as were met with in the Willamette. There was a splendid bottom for the placing of piles. And lastly, no matter how much dredging was carried on, that portion of the river would not be needed for the anchorage of vessels for many years to come. The proposed bridge would not only benefit Clatsop county, but would benefit commercial and shipping circles to a very great extent.

E. A. Seely, president of the "Telephone" corporation, said that his boat had once had business in the locality of the Lewis and Clarke, and if ever the business warranted it again, she would go there, bridge or no bridge.

Mr. Fulton's motion was carried unanimously, without the shadow of any dissent, and the result was received with hearty cheering. After passing complimentary resolutions to Manager Stutz for the use of the hall and band, and to Mr. Utzinger for the services of another band, the meeting dispersed. Throughout the day the success of the gathering was the principal topic of conversation on the streets. Lieut. Taylor left for Portland last night.

SCHOOL PROMOTIONS.

Following is the report of Cedar Street School for the term, five months, ending Jan. 26, 1894:

ROLL OF HONOR.

Pupils neither absent nor tardy during the term—Room 7.—Bertha Anstadt, Ida Anderson, Nellie Gerding, Antonia Johnson, Hugh Bowlby, A. Christensen, Chas. Gray, Irving Morrison, Willie Selveris, F. W. Woodfield, J. Easter Welch.

Room 6—Alice Gray, Nellie Bell, Birdie McCroskey, Alvera Damico, Louis Boentgen, Carl Carlson, John McCann, Burr Osburn, Earnest Oberg, Theo. Gunderson, Gussie Woods, Astor Salvan.

Room 5—Mary Mergens, Lucy Gerding, Mary Johnson, Tillie Eade, Gertie Settem, Annie Matson, Josie Gunderson, Alice O'Connor, Joseph Zan, John Kearney, Irving Stevens, John Settem, Ole Gunderson, Lyman Anstadt, Alie Anderson, Joe Damico.

Room 4—Lillie Thompson, Emma Amundson, Gertrude Kearney, Mollie Sater, Jennie Toumala, Bertha Kreibohm, Annie Bayard, Emma Brown, Ethel Gunderson, Bessie Sorenson, Norma Mercurio, Willie McMullan, Albert Anderson.

Room 3—Maud Belcher, Ethel Gerding, Hannie Lunkenin, Olaf Carlson, Motte Gurich, Walter Larsen, Clifford Stevens, Nora Wilson, Willie Aybruster, Todd Carrushers, Hans Lunkenin.

Room 2—Louise Gray, Grace LaForce, Eva LaForce, Eva Davich, Elfreda Jealousness, Jeanette Stevens, Louis Franciscovitch, Florence Franciscovitch, Henry Bayard, Nils Jeldness, Victor Stenstrom.

Room 1—Lillie Jackson, Hazel Johnson, Emil Johanson, Anne Kaestel, Nina Moore, Karl Mito, Selma Ratstakka, Bennie Settem, Sigur Oen.

PROMOTIONS.

To Class A, First grade—Hannie Heleais, Hazel Johnson, Sigur Oen, Lillie Sater, Pauline Wickman, Olive Gunderson, Louise Gray, Grace LaForce, Maria Hoikka, Ella Ekstrom, Lillie Tarkelson, Mabel Sabo, Tony Mercurio Arthur Van Dusen, Louis Franciscovitch, Lorence Franciscovitch, Waldemar Erickson, Joshua Hoikka.

From First Grade A Class to B class Second Grade—Nellie Bus, Maggie Dealey, Hansena Gustafson, Lena Lunkenin, Hilda Tarkelson, Nora Wilson, Pearl Welch, Fay Harriman, Willie Aybruster, Olaf Carlson, Rex Carruthers, Ole Jeldness, Nils Jeldness, Hans Lunkenin, Edwin Sinnott, Marino Vraganizan, Willie Barth.

From B Class Second Grade to A Class Second Grade—Linda Anderson, Maud Belcher, Ethel Gerding, Hannie Lunkenin, Laura McCann, Nettie Sorensen, Motte Gurich, Walter Larsen, Louis Larsen, Lambert Larsen, Fred Larsen, Jamie Robb, Clifford Stevens, Charles Shively, Charles Scherneckast, Charles O'Connor, Frank Thomas.

From Second Grade A Class to Third Grade B Class—Frank Sana, Annie Bayard, Emma Brown, George Ekstrom, Birdie Gunderson, Ethel Gunderson, Sallie Gray, Mary O'Connor, Annie Stenstrom, Bessie Sorenson, Norma Mercurio.

From Third Grade B to Third Grade A—Emma Amundson, Laura Danielson, Gertrude Kearney, Agnes O'Neil, Mollie Sater, Agnes Shoena, Jennie Tuomala, Lillie Thompson, Fannie Welch, Ber-

tha Kreibohm, Katie Pennel, Josie Erickson, Josie Hartiman, Albert Anderson, Willie McMullen, Oney Jackson, Laurence Sabo, George McGregor.

From B Class Fourth Grade to A Class Fourth Grade—Frank Sanborn, David Morgan, Josie Sinnott, Raleigh Runyon, Louis Raymond, Arthur Fallon, Joseph Zan, Felix Moore, Ernie Woodfield, John Kearney, Irving Stevens, Frank Connor, Harry Oberg, Annie Mattson, Etta Strauss, Josie Christiansen, Allee O'Connor, Maggie Gilmore.

From Fourth Class A to Fifth Class B—Creighton Welch, John Settem, Ole Gunderson, Anton Brown, Louis Carlson, Oswald Gustafson, Lyman Anstadt, Henry Salvan, Alie Anderson, Joe Damico, Charlie Anet, Eva Shively, May Mergens, Lucy Gerding.

From A Class Fifth Grade to B class Sixth Grade—Madge Sovey, Birdie McCroskey, Jennie D'Elia, Nellie Bell, Carl Schauer, Louis Boentgen, Carl Carlson, Johnnie McCann, Earnest Oberg, Alex. Jackson, Katie Connor.

From Sixth Grade A Class to Seventh Grade B Class—Alice Gray, Ellen Eade, Blanche Hibbs, Anita Trenchard, Mary Boentgen, Emma Larsen, Josephine Mergens, Rosie Pennel, Taisie Barth, Fannie Raymond, Alvira Damico, Burr Osburn, Gussie Woods, John Larsen, Theo Gunderson, Astor Salvan, Jas. Belcher.

From A Class Seventh Grade to B Class Eleventh Grade—Ida Anderson, Nellie Anstadt, Hugh Bowlby, Nellie Brown, George Gratke, Antonia Johnson, August Lokan, Thos. McCann, Austin Osburn, Bessie Sabo, Edward Sabo, Adele Sovey, Walter Sinnott, Royal Twombly, Jay Tuttle, J. Easter Welch, Willie Gratke.

To High School—Bertha Anstadt, Nanie Belcher, Alfred Christiansen, Nellie Gerding, Anna Gratke, Chas. E. Gray, May Morgan, Irving Morrison, Annie P. Shively, C. R. Sovey, F. Woodfield.

Summary of attendance for 5 months. Days taught, 90; total days attendance, 20,364; absence, 319; cases tardiness, 52. Total enrolled, 257; average daily absence, 3.5; average daily attendance, 226.2. Per cent of attendance, 98 1/2; percent of punctuality, 99.

REPORT FOR JANUARY, 1894.

Days taught, 19. Total enrolled during month, 228; boys, 111, girls, 117. Average daily attendance, 221.5; cases tardiness, 5; per cent of attendance, 98.9; per cent of punctuality, 99.9; visitors, 13.

Respectfully submitted.

J. D. HAWES, Prin.

A DISCUSSION ON FREE COAL.

The rabid editor of a free trade paper in Dover, N. H., lately told a workman that free coal would be a great benefit to him. The discussion which followed was in the main as follows:

Editor: "You have admitted that the present depression is largely due to the uncertainty and delay in tariff legislation."

Laborer: "Certainly; every one admits that."

Editor: "How much do you think I would be benefited by free coal?"

Laborer: "Coal from the British provinces can be delivered here at a good profit at \$4 per ton, and now you pay \$5.50 per ton, and you could save \$2.50 per ton with coal on the free list."

Editor: "I understand you that the tariff raised the price of an article just the amount of the duty; how, then, will the repeal of a 75 cent duty on a ton of coal reduce the price \$2.50 per ton?"

Laborer: "Oh! that will be the result of competition, and the Pennsylvania miners cannot compete with the miners of Nova Scotia."

Editor: "Of course the mines will be closed until the miners will work cheap enough so that they can sell coal at \$4 per ton."

Laborer: "Then the new tariff is intended to reduce wages."

Editor: "Oh! no, indeed, that is not the object, though no doubt the wages will be incidentally reduced at first in many directions."

Laborer: "I use half a ton of coal a month, and you say that with free coal I could save \$2.50 on a ton, or \$1.25 per month on my coal bill. Now, my wages have been reduced 25 per cent, and you have admitted that the agitation of the tariff question caused the depression which reduced them. You have also admitted that incidentally the proposed tariff itself would reduce wages. Before reduction my wages amounted to \$3 per day. Now please explain how I am benefited by saving \$1.25 a month on my coal bill while I lose \$21.84 a month on my wages. I can hardly see where the saving comes in."

Editor: "It is evident that you and I do not think alike on the tariff question. Good night, sir."

This conversation took place in the presence of several witnesses and illustrates fairly well the effects of the proposed Wilson tariff on labor.

THE SONS OF HERMAN BALL.

The list of prizes to be given at the grand masquerade ball of the Sons of Herman on February 5th, are as follows: First prize for ladies, elegant parlor stand lamp; second, silver steel carving set; third, silver-plated pickle dish; first prize for gentlemen, a large and handsome clock; second, two German vases; third, complete toilet set. All of the prizes are both elegant and costly. The members of the lodge are doing their utmost to make the ball the event of the season, and the prizes, which are on exhibition at Beard & Stoker, will no doubt materially assist in accomplishing this result. Tickets for gentlemen maskers will be \$1; ladies free; spectators 50 cents; children unaccompanied by their parents will not be admitted.

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