

The Daily Morning Astorian.

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ASTORIA, OREGON, SATURDAY, DECEMBER 1, 1883.

PRICE, FIVE CENTS.

OFFICIAL.

The regular meeting of the board of county commissioners of Washington county, W. T., was held at Cathlamet on Monday and Tuesday, the 5th and 6th of November, A. D., 1883.

FIRST DAY.

Monday, November 5th, 1883.
Board met pursuant to law. Present: Jesse Baker, James Wright and Thomas Irving, commissioners; S. F. Albert, sheriff. The auditor being absent B. S. Shepherd was duly appointed clerk pro tem of the board of county commissioners.

Petition of fifteen citizens of Deep river asking to have a county road established as follows, to wit: Beginning near the southeast corner of J. Kendall's homestead in Sec. 4, Tp. 19 N., R. 8 W., thence running easterly near the house of J. L. Lewis, thence southerly to E. Johnson's house, where said road is to cross the creek to the hill side east of the house of Mrs. E. Sippin, thence along the said hill side through the farms of J. E. Bull, H. Pirilla and A. Pirilla to the opposite side of a A. Pirilla's board shed where the said road is to cross the creek, thence to the landing known as Law's landing on the most practicable ground where the road should terminate. The above petition was duly considered, and whereas J. E. Bull and Andrew Pirilla having given good and sufficient bond for the payment of costs in connection with said road in the event that said road does not meet with the approval of the board of county commissioners. It is hereby ordered that S. P. Hoff, surveyor, John Nelson and Lewis Olsen be appointed viewers to meet at the house of Andrew Pirilla on the 27th day of November, 1883.

The following report was received from Thomas Kent, Charles Page and Henry Miller, viewers, appointed by the board at the August, 1883, term to view and locate a private road from the south boundary of the land of J. J. Foster, and to connect with the county road.
The following view was given by said viewers, to-wit: Commencing at the county road, seven rods east from this south boundary line of Wm. Spence's claim where it crosses the county road; thence through said claim in a northwesterly direction to a hemlock tree eight inches in diameter, blazed, and marked with a pencil. The viewers found the route practicable and recommended that two gates be placed, one on each side of Wm. Spence's claim, and have assessed the damages at \$10, and recommend that said road be granted by the board of commissioners.

Petition of sixteen citizens of the Elohaman asking for a county road to be laid out and established as follows, to-wit: Beginning at Peter Horat's homestead on the Little Strong's river; thence following along the base of the hill to the line between the farms of E. O. Nelson and Frank Charles on said river; thence following said line to the northeast corner of the Conley place; thence along the old road in a southwest course to a line between the farms of R. C. Elliot and J. W. Clemens; thence south on said line until Strong's river is crossed at or near said line; thence near south along J. Miller's old skid road until it intersects the county road leading to Cathlamet, terminating with said road; said road to be the line between the farms of E. C. Nelson, Frank Charles, R. C. Elliot and J. W. Clemens; said road to be twenty (20) feet wide instead of sixty (60) as provided by law.

The above petition was duly read and considered, and the bond given by Peter Horat, E. C. Nelson and Frank Charles, conditioned that they should pay all costs of survey and view in case that the road does not meet with the approval of the board of county commissioners, one was duly approved by the board, S. P. Hoff, surveyor. W. P. McIntyre and Henry Perry were appointed viewers, to meet at the house of J. W. Clemens on Monday the 10th day of December, 1883.

Official bonds of J. G. Meigler, road supervisor of road district No. 4, and Neil Campbell, road supervisor of road district No. 7, examined and approved.

Saloon bonds of Charles Wood, N. H. Angell, and C. Eaton, and S. A. Howe, examined and approved.

The license of Charles Wood will expire in six months from the 6th day of October, 1883.

The license of N. H. Angell will expire six months from the 25th day of October, 1883.

The license of Eaton & Howe will expire three (3) months from and after the 18th day of October, 1883.

Coroners bill of H. M. Bowman in the case of John Cody, drowned at Skanokawa, examined and approved.

Coroners bill of J. H. Graham in the case of Chas. Brady, deceased, examined and approved.

Claim of J. H. Graham, J. P. for

\$1835 fees for himself as justice and for S. F. Albert as sheriff in the case of Wm. Ferry of Washington, vs. John H. Ashley defendant, examined and allowed.

Claim of J. H. Graham, J. P. for \$90 fees for himself as justice and for S. F. Albert as sheriff in the case of Pacific Cabela, examined and allowed.

Claim of J. H. Graham, J. P. for \$92.00 fees for himself as justice and S. F. Albert as sheriff in the case of the Territory of Washington vs. John Howard defendant, examined and allowed.

S. P. Hoff, surveyor, Samuel Walker and H. P. Anderson were appointed as viewers to view and locate an extension to the Gray's river road in district No. 6, to meet at the house of Jessie Baker on Thursday, the 29th day of November, 1883.

The following warrants were drawn by order of the board of county commissioners at the November, 1883 term of the commissioners court in and for the county of Washington.

Order No. 44, to J. W. Clemens for salary and fees as county school Supt. \$34.00

No. 45 J. H. Graham, for coroner's fees in the case of C. Brady, deceased. 23 65

No. 46 J. H. Graham, for fees as justice of the peace in the case of J. H. Ashley. 8 45

No. 47 S. F. Albert, for fees as sheriff in the case of J. H. Ashley. 9 50

No. 48 A. D. Birnie, for amt. of freight paid on amt. 6 20

No. 49 J. H. Graham, for fees as justice of the peace, in the case of Pacific Cabela. 30 10

No. 50 J. H. Graham, for fees as justice of the peace, etc., in the case of John Howard. 62 92

No. 51 J. P. Kimball for non-increase. 15 00

No. 52 C. C. Shepherd, for fees as auditor for postage, etc. 108 50

No. 53 James Wright, for two days' services as county commissioner and mileage, November term, 1883. 9 00

No. 54 Geo. H. Himes, for county warrant books. 8 00

No. 55 John Decker, for provisions, etc., for Mrs. Tesbo. 8 50

No. 56 S. F. Albert, for removing safe and freight on old safe. 15 50

No. 57 S. F. Albert for fees in the case of John Howard. 42 00

No. 58 Thomas Irving, for two days' services as county commissioner, and mileage, November term, 1883. 8 50

No. 59 Jesse Baker, for two days' services as county commissioner, and mileage, November term, 1883. 14 00

No. 60 S. F. Albert, for attendance at com. court and probate court. 9 00

No. 61 B. L. Shepherd, for two days' services as county clerk, pro tem. 6 00

B. L. SHEPHERD,
Clerk pro tem. of the Board of County Commissioners of Washington county, W. T.

The Origin of the Word "Mississippi."

The Mississippi itself is a good instance of the variations through which these names have passed. Its original spelling, and the nearest approach to the Algonquin word, the "father of waters," is Meche Sebe, a spelling still commonly used by the Louisiana Creoles. Tonti suggested Meche Sepe, which is somewhat nearer to the present spelling. Father Level still further modernized it into Missipi, the first specimen of the present spelling. The only changes since have been to overload the word with consonants. Marquette added the first and some other explorers the second "s," making it Mississippi, and so it remains in France to this day, with only one "p." The man who added the other has never been discovered, but he must have been an American, for at the time of the purchase of Louisiana the name was generally spelled in the colony with a single "p."

The Night Watch.
Mr. Charles T. Hollis, of the New York Club Stables, says that he is night-watchman, and one night was attacked by rheumatism so acute he could only get down stairs on his hands and knees. St. Jacobs Oil was applied twice. After this he took his watch again the next night, cured.

Wm. H. Vanderbilt owns \$47,052,600 in United States registered four per cent. bonds, a draft for the interest on which is mailed to him quarterly from the treasury. The interest on these bonds amounts as follows: Per annum, \$1,882,000; per quarter, \$470,500; per month, \$150,833 1/3; per day, \$1,156 16; per hour, \$214.84; per minute, \$3.58.

HARD LINES.

Some years ago a man by the name of Hughes, his wife and an adopted daughter, a beautiful little girl, about seven years of age, came out to this coast from one of the Eastern states and took up a ranch in Oregon, in Tillamook county, near the sea. A comfortable home was made in the then comparative wilderness, and the family lived into the winter, she had her lessons, and the mother was accustomed for Hughes to go away from home to work at his trade, that of a carpenter, at certain seasons of the year, thus furnishing for his home a few of the luxuries of life which otherwise would have been denied. For several years everything moved along smoothly. One day during Hughes' absence, the little girl was playing on a bridge, a short distance from the house, which crossed a small stream and was provided with low rolling. In leaning over the bridge looking into the water, she lost her balance and fell over, her clothes catching on the rail, only her head and body being in the water. Her mother seeing the condition of her child, and there being no one on whom she could call for aid, ran to the little one's assistance. In endeavoring to get the girl out, the mother, too, fell over the rail, her clothes catching and leaving her in the same predicament as her child. No assistance being near, both were drowned. The feeling of the husband and father on coming home and finding his beloved ones drowning in the water, dead, can be better imagined than described. He went to wandering after this, but in course of time, becoming homesick for the old place, returned to live there. The place, being without neighbors or friends, he could not remain, he took with himself an Indian woman. Not getting along very happily, the squaw left him. Soon after he decamped once more, thoroughly discouraged. He was offered a chance to go to Alaska as an interpreter among the Indians, or something of the kind. After remaining in the city for some time, he again returned to his home, or what he called home. He had scarcely reached Oregon when he was informed that his house, together with some money he had left, his clothes, and in fact, all his worldly effects, had been destroyed by fire. That one by one his misfortunes overtook him, destroying his property, earthly possessions, and leaving him only a human wreck to battle with an angry sea, till death shall put an end to his misery. We often find people who are so unfortunate, but the tide will eventually turn in their favor. With Hughes it was different; ill-luck followed him to the bitter end. — Pacific Journal.

A Bit of History.

On the 15th day of December, 1851, the schooner Robert Bruce sailed into Shoalwater bay, on the north shore of what is now known as the Clatsop. Her crew consisted of six men and a cook. The former were joint owners of the vessel, and had fitted her out in San Francisco for the purpose of coming to this bay for oysters, although at that time but one other vessel is known to have come here. One or two settlers lived at Chinook, and one at what was afterwards called Pacific City, but since entirely abandoned. A few Indians were found where the vessel lay, and negotiations were at once entered into to obtain a cargo of oysters. The Indians to gather and deliver the bivalves on board. During the night of the 15th the cook, who it seems, had a spite against the captain and some of the crew, conceived the brilliant idea of wrecking vengeance by burning the ship. Accordingly, on the next morning the vessel was set on fire, and the manipulator of pans and pots made good his escape with one of the small boats, and where he went to remain a mystery, as nothing was ever heard from him. The crew, who were asleep on board at the time, barely escaped with a few possessions and a scanty wardrobe. The vessel was burned to the water, and up to a few years ago pieces of her frame could be seen at low tide. The men who were cast homeless upon the shores of Shoalwater bay were the first white settlers north of the Columbia river, and on the spot where they were so ruthlessly thrown upon the mercy of the native elements was christened Bruceport, in honor of the ill-fated schooner, and that it was very appropriately named no one can deny. We find that Shoalwater bay was first brought into prominence by her oyster beds. — Pacific Journal.

A correspondent of the Manitoba Free Press at the end of the Canadian Pacific Railway track in the Rockies, gives a glowing account of the stores of mineral wealth in those hitherto unknown regions. He says that among the men brought into the mountains by the railway were hundreds who had seen and worked in the rich gold and silver districts in the northwest territories. These men at once decided that the mountains in the vicinity of Bow and Kicking Horse rivers, as well as many smaller streams, ought to contain both gold and silver. Accordingly scores of men spent their spare time prospecting, and numerous rich finds show how their exertions have been rewarded. Leads have been discovered and claims staked out in every direction. Castle mountain is said to be an almost solid mass of silver ore.

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