

Railroad Earnings.

Everybody must have felt the force of the remark attributed to W. H. Vanderbilt recently day, in speaking of the business of the roads under his management, when he said: A year ago we were running eighty trains a day, while now we are only running thirty. The great railroad strike, it will be remembered, was precipitated about the 20th of July. It is too early to estimate its effects upon the railroad business of the country. The New York Financial Chronicle has reports from twenty railroads and branches, showing their gross receipts in July. The total is \$4,481,000, a decrease of \$183,000 as compared with the same month last year. Nearly all of these roads, however, are western roads, incorporated principally in Illinois and Missouri, and do not therefore embrace the great trunk lines of the country. In four cases, the receipts cover only three weeks in July for each year. The same paper has a table of eighteen roads, showing the gross earnings, operating expenses, and net earnings for the six months ending June 30th, as compared with the same time in 1876. We have not space for the details, nor would their publication be of general interest at this distance. In a majority of cases, the gross earnings are less than for the same time last year, and of course the operating expenses are less, though in two instances the reverse is true. Deducting the operating expenses from the gross earnings, we get the net earnings for the six months ending June 30th, and the following is the result:

Atchafalpa, Topeka and Santa Fe	\$443,200
Burlington, Cedar Rapids and Northern	87,900
Cleveland, Vernon and Delaware	34,400
Kansas Pacific	554,600
Louisville, Cincinnati, Lexington	29,300
Nashville, Chattanooga, St. Louis	212,900
New Jersey Midland	68,200
Paducah and Memphis	22,400
Philadelphia and Erie	382,200
St. Louis, Iron Mt. and Southern	801,500
St. Louis and San Francisco	313,800
St. Louis and So. east-St. L. div.	55,500
St. Louis and So. east-Ky. div.	15,800
St. Paul and So. east-Tenn. div.	8,700
St. Paul and Sioux City	45,000
Sioux City and St. Paul	10,800
Union Pacific	3,506,000
Wabash	422,800

Total.....\$7,183,800
This is a small amount with which to pay dividends for six months on the large capital stock represented, and over 50 per cent. of the total net earnings belonging to one road, leaving only a little over \$3,500,000 to pass to the credit of all the other roads listed in the above statement. The net earnings for the same roads in the first six months of 1876, amounted to \$6,593,500. The result shows an increase for this year of \$596,300, towards which the Union Pacific alone contributed \$533,000. On most of the roads the net earnings were less than last year. To get at the actual condition of business, the earnings of all the other roads, including the great trunk lines, should be added. All railroads should be compelled to report their earnings and expenses.

An Old Settler and Old Times.

From the Evening Telegram.

Mr. Robert Shortess, who lives in Clatsop county near Astoria, is upwards of eighty years old. He came to Oregon in 1839, and has lived continuously on his place over thirty years. There are few or none who can say with him: "I have lived under every president of the United States." He was born during the last year of Washington's administration. Mr. Shortess has lived under three forms of government in Oregon—the provisional, the territorial, and the state. He has lived to see and very materially assist an infant colony grow and develop into social, political and commercial importance. When we first met him thirty years ago, there was not much competition in trade at the mouth of the Columbia river. The

products of the sea were not then coined into dollars. There were very few settlers except on Clatsop plains. Astoria was there, with all its historic interest, but scarcely anything else to commend it. At all events the half dozen houses and the baker's dozen of inhabitants did not require city ordinances and police authorities to preserve order and protect life and property. All such luxuries have been of more modern growth. In those days very little law was in demand, and lawyers were dreadfully scarce. In fact, in that particular the serpent had hardly entered Eden. It is traffic that makes communities and excites that passion which is said to be the root of all evil; and, by the way, we did not have any great excess of that said article in those early days. Actual money, coined or otherwise, was a very rare thing to get hold of. The product of labor was disposed of to the traders, and that credit constituted a currency which circulated in orders against such trading establishments. Thus we had Hudson's Bay orders, Couch's, Pettygrove's and Abernethy's, ranking in value pretty much as we have named them. Nor was the absence of coined money felt as much of a deprivation; our wants were not many. It is the customs and fashions of society that have everything to do with making our wants so manifold without making us any happier. Crowded centers of trade and population may produce wealth, but crime and misery are the ugly twin associates that go with it. The law of compensation prevails as much in the human world as in the world of nature. Peter Schemmel wanted money and had nothing to sell or exchange for it but his shadow, which was entirely a useless thing to him, and so he sold it to the devil for all the money he wanted; but in course of time the having no shadow was a greater trouble to him than the want of money. There was more substance in that shadow than in the hard and solid gold; his shadow became of more consequence than all the money in the world. And so it is; we are never satisfied; we must have what we haven't got; and as we get it and communities flourish, it is called human progress and the refinement of civilization. Are we happier than our fathers, and will our children be happier than we have been?

—It will be observed that for the first week of the current harvest year, Oregon makes a pretty fair showing of domestic exports to foreign ports. The aggregate sum by four vessels, is as follows:
To Liverpool.....\$46,000 00
To Honolulu.....14,367 62
To British Columbia.....10,082 50
Total.....\$77,280 12
We have in port one vessel loaded and one finishing to clear this week, also eight in the river under charter, besides five coastwise vessels and steamers.

HEAVY SHIPMENT.—To give a correct idea of the wheat crop of the Walla Walla valley, we will mention that the trains of the narrow gauge railroad are carrying 200 tons of wheat per day to Wallula. On the 24th, the steamer New Tenino took 206 tons from that port to Celilo, and on the same day the steamer Annie Faxon took 250 tons for the same destination, making a total of 456 tons for the day. The repairs to the steamer Almota will be completed in a few days, and she will be prepared to take 250 tons to each trip. As each of these boats can make three trips per week, they can carry down 2,118 tons per week from Wallula, with about 500 tons additional from Unatilla.

STUNG BY A STINGAREE.—Colonel I. G. Howard of Los Angeles was recently wounded by a stingaree. He was wading out to deep water, and encountered considerable seaweed and kelp on the way. On a sudden he felt a shock in his left foot, just below the knuckle of the ankle, followed by a most excruciating pain, which ran through his system like an electric stroke. He hurried back to the beach, and found that blood was issuing profusely from the wound in his foot. He suffered terribly on his way to his house. A physician was called and sedatives applied. But the pain was so intense that narcotics were given the patient to relieve him. Upon examining the wound, a deep gash about the size of a silver quarter, was found in the place stated. The flesh had been torn out of the opening in a great lump, and the hole was at least an inch in depth. It was probed to see if any part of the fish's spine had been left in the wound, but none was found. Since then the pain has come on spasmodically there being more acuteness in it at times than at others. But the wound seems to be healing up nicely, and gives every appearance of an early cure.

Merchants wishing the popular "credit check" can purchase them at THE ASTORIAN office, at less than Chicago prices. The checks are rapidly growing in favor. No business man who has ever tried the system will ever abandon it. It saves book keeping, saves loss, to both customer and merchant, obviates any disputed claims, and in many ways makes it a most desirable mode of transacting a credit business. Try it.

NEW ADVERTISEMENTS.

OREGON STATE FAIR, 1877.

The Board of Managers of the Oregon State Agricultural Society announce that the Seventeenth Annual Fair will be held at the Fair Grounds, near Salem, Commencing on Monday, October 8th, and continuing six days.

HALF FARE RATES!

For Passengers and Freight on the OREGON AND CALIFORNIA RAILROAD and the OREGON CENTRAL RAILROAD. And on the boats of the Oregon Steam Navigation Company. From WALLULA and all way points, to Portland, and from ASTORIA and all way points, to Portland.

25,000 PEOPLE!

IN ATTENDANCE!
The Largest Exhibition!
Known in the history of the Society.

Sixty Horses in Training

For Trials of Speed, 14 to start for one purse.
Grand Exhibition of Farm Products and Household Industry.

HANDSOME DISPLAYS FROM CALIFORNIA.

FINE SHOW OF STOCK

Of all kinds, including many late choice importations.

For Premium Lists, Programmes, or any information in regard to the Fair, address E. M. WAITE, Secretary, Salem.
Entries can be made with the Secretary in person or by letter, one week before the Fair. Entries close TUESDAY, October 9th, at 5 p. m.

NOTICE.

The "State Fair Ticket" issued by the Oregon Steam Navigation Company, is sold at full rates to passengers going to the Fair, and is GOOD FOR FREE RETURN, "provided it is presented to the Secretary Oregon State Agricultural Society, at the Fair Grounds, and stamped with his seal." Tickets not so presented, will not be recognized on return, and the holder will be charged full rates. It is hoped all interested will give the matter immediate attention, and save themselves money and trouble.

Customary conditions on tickets by Railroads.
Stock and Freight for Exhibition
Charged full rates going, by railroad or steamboats, but return free if owners obtain certificate from the Secretary that the same have been on exhibition and not changed hands. Per order Board of Managers.
82-3rd-20th W. P. WATSON, Pres.

The Weekly Astorian.

Yesterday's Number is Just the Thing to send East.
Call at Cornart's and secure a copy in a wrapper, postage paid, for 10 cents. Three copies for 25 cents.

Astoria, Clatsop, Youngs River and Knappton.

Until further notice the Steam Launch

SAM,
A. C. FISHER, Master.
Will leave Hustler's wharf, Astoria, daily except Sundays.

FOR SKIPAWAY LANDING at 8 o'clock a. m., returning same day.

The SAM can be chartered for freight or towing to any part of the bay.

For particulars apply on board.

For Towing.
THE STEAM TUG

EDITH,
Wm. BOCHAU, Master.

Will attend to all kinds of Towing on the Columbia river and tributaries.

Office in Portland at Corbitt & Macleay's at Astoria, Occident Hotel, or on board.

OREGON STEAMSHIP COMPANY
For San Francisco Direct.

Carrying the United States Mails and Wells, Fargo & Co's Express.

Passage, Cabin, \$7 50 Steerage, \$3 Freight, per ton, \$2

A1 Steamship
AJAX,

MACKIE, Commander.
Will leave W. T. & L. Co's dock Astoria for above port on
MONDAY, Sept. 10, 1877
At 6 o'clock, A. M.
For Freight or Passage, apply at the office of the W. T. & L. Co's company.
C. P. UPSHUR, Agent.

NEW ADVERTISEMENTS.

PORTLAND CANDY FACTORY.

THE UNDERSIGNED TAKE PLEASURE TO ANNOUNCE TO THEIR PATRONS AND DEALERS IN GENERAL THAT THEY HAVE LATELY LARGELY INCREASED THEIR FACTORY AND ARE NOW PREPARED TO FURNISH AS GOOD AN ASSORTMENT IN THEIR LINE AS ANY HOUSE ON THE COAST.
SPECIAL INDUCEMENTS TO CASH CUSTOMERS.

ALISKY & HEGELE,
P. O. Box 64, 105 First Street.
Factory on Alder Street, between First and Second Street, Portland, Oregon.

I. W. CASE,

Wholesale and Retail

—DEALER IN—
Assorted Merchandise of Every Description.

BOOTS, SHOES,

—AND—
SLIPPERS.

A COMPLETE ASSORTMENT,

COMPRISING OVER
SIXTY CASES,

OF THE BEST QUALITY AT LOWEST POSSIBLE RATES.

I. W. CASE.
LOUIS HAGEN,

Squemoqua street, next door to the Episcopal church.
Cabinet Maker and Undertaker
Will take orders for all kinds of NEW FURNITURE, and repairing promptly and neatly done, at low prices.

PIKE & SMITH,

The rapid sign writers are now prepared to do
House and Sign Painting.

GLASS GILDING, CARRIAGE PAINTING, GRAINING, KALSOMING, BAR TOP POLISHING.

And all work pertaining to the line. Having had many years experience in our business we solicit a share of the public patronage. Shop in Parker house, Astoria.

WEST SHORE MILLS.

Foot of CONCOMLY Street
ROADWAY, Astoria, Oregon

J. C. TRULLINGER, - - Proprietor.
—of the above Mill—
Is now prepared to fill all orders, large and small, for every kind of

BUILDING LUMBER

On satisfactory terms.

GREAT REDUCTION

—IN—
PRICES!!
—AT—
THE PIONEER

BOOT & SHOE

STORE
Corner of Cass and Squemoqua streets.

ASTORIA, OREGON.

FOR THE NEXT THIRTY DAYS I WILL SELL ALL MY

LARGE STOCK OF

Mens', Boys', Ladies', Misses and Children's

BOOTS AND SHOES

At a considerable reduction from previous prices, many kinds

AT COST!
C. J. SMITH, Prop.

"NIL DESPERANDUM."

Lime, Brick, Sand

And LATH, ALSO

Plaster and Marble Dust

AS CHEAP AS CAN BE
LANDED IN ASTORIA.
Can be had in any quantity at my wharf.
Agent for sale of San Juan Lime.
PETER RUNEY,
Astoria.

MISCELLANEOUS.

BARBOUR'S
IRISH FLAX THREADS
—AND—
SALMON NET TWINES.

Barbour Brothers,
119 Pine street, San Francisco.
Henry Doyle, Manager. d.w.t.f

W. E. DEMENT,
DRUGGIST.

ASTORIA, - - - OREGON.
Carries a full Assortment of

Drugs, Patent Medicines,
PAINTS, OIL AND GLASS.

Prescriptions filled with care Day or Night.

Manufacturer of Fishermen's Relief. A sure preventative of Chapped Hands, and cure for Fish Wounds.

Dement's Florida Water, price 50 cents.

STEELE'S
PAIN ERADICATOR,

The Most Wonderful Discovery of the Age!

The World Moves, and Unless we Progress we go Backward. Nothing Remains Stationary.

Put up in large bottles, and for sale by druggists and dealers. If you happen to be in a locality where STEELE'S PAIN ERADICATOR cannot be obtained, send to the nearest wholesale druggist, or the Agents.

CRANE & BRIGHAM,
Wholesale Druggists, San Francisco.

For sale in Astoria by R. F. Caulfield and W. E. Dement.

THE MOST EXTENSIVE
AND
Only First-class Stock,
CAN BE FOUND AT
E. S. LARSEN'S
Corner of Cass and
Squemoqua Streets,
ASTORIA,
OREGON.

New Invoices
BY EVERY
STEAMER.
CALL
AND
SEE.

CROCKERY, FLOUR AND GRAIN,
WINE, LIQUORS,
ETC.

Wagon and Carriage Shop.

Squemoqua street, between Washington and Polk streets.

ASTORIA.....OREGON
HENRY GALLOU, Proprietor.

THE PROPRIETOR BRINGS WITH HIM an experience of 25 years in this business, and having constructed vehicles of all description from

A Buggy of 125 Pounds Weight
—TO—
An 8,500 Pound Wagon.

Is prepared to guarantee satisfaction to any who may patronize him. He will use none but the best materials, and will make wagons and carriages equal to any shop in the country.

Persons in want of work will save money by finding this shop.

Blacksmithing and ship work promptly attended to.

HENRY SINDLINGER,

—DEALER IN—
STOVES AND TINWARE,

JOBBER PROMPTLY ATTENDED TO.
SHOP—On Squemoqua street, between Main and Cass streets, Astoria, Oregon.

B. B. Franklin,

UNDERTAKER AND CABINET MAKER.
Squemoqua street, next door to Astorian building, Astoria, Oregon.

All work done in a skillful manner, on short notice and at reasonable prices.

M. MEYER,

ASTORIA BREWERY,

Having all the necessary machinery for first class work, skillful Brewers, and using none but the best quality of materials, the Proprietor is prepared to manufacture LAGER BEER in any quantity, from a single bottle to a barrel, and put it up in good condition for shipment or immediate use. Families and keepers of public houses promptly and regularly supplied.
M. MEYER, Proprietor.

H. SPELLMIEB,

BOOT and SHOE MAKER,
ASTORIA, OREGON.

Has just received a splendid stock of

LEATHER and TRIMINGS,

The best in Oregon, and will now fill any order, at the lowest prices, for the best and finest of Boots and Shoes.