BATTLE OF ORISKANY.

The Most Obstinate of All the Sanguine Fights of the Revolution.

About two miles west of Oriskany, the road was crossed by a deep semi-circular ravine, concave toward the east. The bottom of this ravine, writes Prof. John Fiske in the Atlantic, was a swamp, across which the road was carried by a causeway of logs, and the steep banks on either side were thickly covered with trees and underbrush. The practiced eye of Thayendanegea at once perceived the rare advantage of such a position, and an ambuscade was soon prepared with a skill as deadly as that which once had wrecked the proud army of Braddock. But this time it was a meeting of Greek with Greek, and the wiles of the savage chief were foiled by a desperate valor which nothing could overcome. By ten o'clock the main body of Herkimer's army had descended into the ravine, followed by the wagons, while the rear-guard was still on the rising ground behind. At this moment they were greeted by a murderous volley from either side, while Johnson's Greens came charging down upon them in front, and the Indians, with frightful yells, swarmed in behind and cut off the rear guard, which was thus obliged to retreat to save itself. For a moment the main body was thrown into confusion, but it soon rallied and formed itself in a circle, which neither bayonet charges nor musket fire could break or penetrate. The scene which ensued was one of the most infernal that the history of savage warfare has ever witnessed. The dark ravine was filled with a mass of fifteen hundred human beings, screaming and cursing, slipping in the mire, pushing and struggling, seizing each other's throats, stabbing, shooting and dashing out brains. Bodies of neighbors were afterwards found lying in the bog, where they had gone down in a death-grapple, their cold hands still grasping the knives plunged in each other's hearts.

Early in the fight a musket ball slew Herkimer's horse, and shattered his own leg just below the knee; but the old hero, nothing daunted, and bating nothing of his coolness in the midst of the horrid struggle, had the saddle taken from his dead horse and placed at the foot of a great beech-tree, where, taking his seat and lighting his pipe, he continued shouting his orders in a stentorian voice and directing the progress of the battle. Nature presently enhanced the lurid horror of the scene. The heat of the August morning had been intolerable, and black thunder-clouds, overhanging the deep ravine at the beginning of the action, had enveloped it in a darkness like that of night. Now the rain came pouring in torrents, while gusts of wind howled through the tree-tops, and sheets of lightning flashed in quick succession, with a continuous roar of thunder that drowned the noise of the fray. The wet rifles could no longer be fired, but hatchet, knife and bayonet carried on the work of butchery, until, after more than five hundred men had been killed or wounded, the Indians gave way and fled in all directions, and the Tory soldiers, disconcerted, began to retreat up the western road, while the patriot army, remaining in possession of the hard-won field, felt itself too weak to pursue them.

At this moment, as the storm cleared away and long rays of sunshine began flickering through the wet leaves, the sound of the three signal-guns came booming through the air, and presently a sharp crackling of musketry was heard from the direction of Fort Stanwix. Startled by this ominous sound, the Tories made all possible haste to join their own army, while the patriots, bearing their wounded on litters of green boughs, returned in sad procession to Oriskany. With their commander helpless and more than one-third of their number slain or disabled, they were in no condition to engage in a fresh conflict, and unwillingly confessed that the garrison at Fort Stanwix must be left to do its part of the work alone. Upon the arrival of the messengers Colonel Gansevoort had at once taken in the whole situation. He understood the mysterious firing in the forest, saw that Herkimer must have been prematurely attacked, and ordered his sortie instantly, to serve as a diversion. The sortie was a brilliant success. Sir John Johnson, with his Tories and Indians, was completely routed and driven across the river. Colonel Marinus Willett took possession of his camp, and held it while seven wagons were three times loaded with spoil and sent to be unloaded in the fort. Among all this spoil, together with abundance of food and drink, blankets and clothes, tools and ammunition, the victors captured five British standards, and all Johnson's papers, maps and memoranda, containing full instructions for the projected campaign. After this useful exploit, Colonel Willett returned to the fort and hoisted the captured British standards, while over them he raised an uncouth flag, intended to represent the American stars and stripes, which Congress had adopted in June as the National banner. This rude flag, hastily extemporized out of a white shirt, an old blue jacket, and some stripes of red cloth from the petticoat of a soldier's wife, was the first American flag with stars and stripes that was ever hoisted, and it was first flung to the breeze on the memorable day of Oriskany, August 6, 1777.

Of all the battles of the revolution, this was perhaps the most obstinate and murderous. Each side seems to have lost not less than one-third of its whole number; and of those lost, nearly all were killed, as it was largely a hand-to-hand struggle, like the battles of ancient times, and no quarter was given on either side. The number of surviving wounded, who were carried back to Oriskany, does not seem to have exceeded forty. Among these was the indomitable Herkimer, whose shattered leg was so unskilfully treated that he died a few days later, sitting in bed propped by pillows, calmly smoking his Dutch pipe and reading his Bible at the thirty-eighth Psalm.

Two Fridays in One Week.

A day is added or taken from the calendar when a ship is crossing the Pacific Ocean. Those who remember this fact will be interested in the following extract from the journal of a traveler on his way from China to San Francisco. "We ran a northeasterly course at first, going as high as forty-seven degrees fifty-eight minutes north, in which latitude we crossed the one hundred and eightieth degree of longitude on July 9, and consequently had two Fridays and eight days in the week. This fairly puzzled one of our party, who came to breakfast in a bewildered state of mind, asking whether to-day was yesterday or to-morrow, and declaring that he had certainly gone to bed on Friday night, and yet had got up again on Friday morning! For my own part I must say that it looks very strange to see in my diary 'Friday, 9, July, No. 1,' 'Do., do., No. 2.'"

Walking on the Water.

A Japanese, after twenty years of labor, research and experiment, has patented an invention for walking on the water—a sort of shoe made of wood, of paper, of iron and of gum elastic. Its shape is elliptical, and it is joined with a belt of salvage and gutta-percha tubes. It is not stated what makes the locomotion, but it claims to go nearly a league an hour. The whole thing does not weigh more than two and a half pounds, and it allows the voyager to carry with him about twenty-five pounds of baggage.

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BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. Sold only in cans. ROYAL BAKING POWDER CO., 106 Wall, N.Y.

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and take pleasure in announcing that we have a very fine list of property from which to select, embracing some of the best

Grain, Stock and Fruit Farms

in Marion and Linn counties, at prices that cannot be duplicated in the Willamette valley. Other valuable property of various kinds offered at "bed rock" prices.

Come and See and You Will Be Convinced

that we are offering all that we here claim Come by Narrow Gauge railway, or to Turner and take stage, (four miles).

Descriptive price list of farms and other property sent on application. Locating two or more families near each other a specialty.

H. C. & J. H. PORTER,
Real Estate Agents.
Aumsville, Marion county Or. 4-5-30

$50. HORSES. $50.

One hundred head of brood mares and young horses for sale. Forty or fifty colts expected in the spring Two fine horses, Clyde and Percheon stock, weight sixteen and seventeen hundred; have been with the band for the past three years. Original stock from the best quality of mares. For particulars address or see
W. H. BYARS,
w4l. Salem, Or.

For the Public Good.

It is an indisputable fact that the handsomest vestibule trains that are now run on the American continent are those on the Burlington route, leaving from Union depot in Denver, also St. Paul, immediately on arrival of all through trains from the west. The first and second class coaches are magnificent, the reclining chair cars suburb, the Pullman sleepers extremely luxuriant, and as for the meals that are served in those palace Burlington dining cars—yum yum. The next time you go east to Kansas City, Chicago or St. Louis, if you mention to the ticket agent that you want your ticket to read from Denver or St. Paul over the Burlington route, you will get it, and you will always be glad of it.

If you go via the Northern or Canadian Pacific, the elegant vestibule trains of The Burlington Route, between St. Paul and Chicago, or St. Louis, will carry you along the eastern shore of the Mississippi river for a distance of 350 miles, amidst scenery that cannot be surpassed; or, if you go via the Oregon Short Line or Southern Pacific, and your ticket reads via The Burlington Route from Cheyenne or Denver, you will pass through all the thriving cities and towns located in what is popularly known as the Heart of the Continent. For further information apply to A. C. Sheldon, General Agent, 85 Fi.st street, Portland, Oregon. 4-19d&wtl

OREGONIAN RAILWAY CO.

(Limited Line.)

CHAS. N SCOTT, - - Receiver.

On and after Feb. 18 1889, and until further notice trains will run daily (except Sunday) as follows:

EAST SIDE.

Coburg Mail From Portland	STATIONS.	Portl'd Mail Tow'rd Portland
Lv. 11.30 am	PORTLAND (P&W V Foot of Jefferson, St)	Ar. 4.40 p m.
Ar. 10.00		
Lv. 2.15 p m	Ray's Landing,	Ar 1.80
" 2.28	St. Paul's,	12.47
" 3.16	Woodburn,	" 12.00
" 3.31	Townsend,	" 11.46
" 11.40	McKee,	" 11.40
" 3.53	Mt. Angel,	" 11.24
" 4.03	Down's,	" 6.14
" 4.16	Silverton,	" 11.00
" 4.35	Johnston's Mill	" 10.20
" 4.39	Switzerland,	" 10.16
" 4.47	East Side Junct.,	" 10.07
" 5.00	Macleay,	" 9.46
" 5.36	Aumsville,	" 9.18
" 5.56	West Stayton	" 8.50
" 6.14	O P Crossing,	" 8.40
" 6.24	West Scio,	" 8.28
" 6.33	Crabtree,	" 8.00
" 7.20	Spicer,	" 7.31
" 7.29	Tallman,	" 7.22
" 8.03	Plainview,	" 6.48
" 8.07	Brownsville,	" 6.13
" 9.20	Rowland,	" 5.30
" 10.15	Coburg,	" 4.30
Ar p m	All	LV Lv a m

Commution Tickets at two cents per mile on sale at stations having agents.

Connection at Ray's and Fulquart Landing with steamer "City of Salem."
CHAS. N. SCOTT, Receiver.
General Offices, N W Cor. First and Pine, Portland, Oregon.

KRAUSSE & KLEIN,

No. 211 Commercial Street, Salem, Oregon.

ARE THE LEADERS IN

Ladies' and Gents' Fine Dress Shoes

Also a large line of Ladies', Misses' and Childrens' canvas shoes for summer. Remember they will make it an object for you to call on them and they will show you the best lines of goods in the city. This firm is well known to all the citizens of Salem, and surrounding country, as a firm that handles nothing but reliable goods. Take the people's word for it and call on these gentlemen when in want of foot-wear.

Their Spring Stock is Unsurpassed in Quality and Prices.

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We contemplate a change of business soon, and will therefore make Sweeping Reductions in certain lines of Boots and Shoes in order to reduce our stock to a minimum. We want Money! You need Boots and Shoes. Come and examine goods and prices and see if it will not pay you to lay in one or two years supply at the prices we offer

GOODS MARKED IN PLAIN FIGURES!

A child can buy as cheap as a man at our store. We mean business, and if you wear shoes look us up. YOURS FOR "KOLD KOIN;"

BAILEY F. BODWELL,

THE KEY TO SUCCESS!

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Success in Business requires preparation! Therefore, thoroughly master Commercial Arithmetic, Business Penmanship and Business Correspondence, Book-keeping by both Single and Double Entry, the nature and correct use of Commercial Papers, Commercial Law and Business practice. Learn, also, Shorthand and Type-writing, Manifold, and Dictation work.

All these are needed in business, and are thoroughly taught by experienced teachers at the SALEM BUSINESS COLLEGE
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Our long residence in this country and familiarity with its condition and peculiarities render us competent judges of where the best lands are to be found and purchases made.

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We are situated so that parties making investments, if desired can secure loans on the most reasonable terms.

The following partial list will show some of the properties we are offering for sale.

160—acres, 6½ miles south of Salem, all under fence—new barn and fair house—small orchard—road by the place. Payment down, balance on time at 8 per cent. Price $5,000.

102—acres, 5 miles southwest from Gervais, good house and barn with orchard—92 acres under plow. $1,500 down, balance on time. Price $47.50 per acre.

467—acres, 4 miles north of Salem, improvements first-class 320 acres under plow—plenty of stock water and range. Will divide land. $40 per acre for improved part.

160—acres, 7 miles east of Salem—80 acres in cultivation—50 in pasture—rest in young timber—all under fence—running water—good house—barn—granary—orchard—sell stock if wanted. $27 per acre.

263—acres, 12 miles northwest of Salem on line between Polk and Yamhill counties—excellent land and good neighborhood—all under fence—part summer-fallowed. Part payment down, balance on time. $26 per acre.

320—acres, 13 miles east of Salem, all fenced—2 good houses—fair barn—good orchard—several springs on the place—good roads to Salem. $30 per acre.

190—acres, 7 miles east of Salem—well watered with barn and orchard. The land is finely situated and can be divided into two places—the road running on two sides—one-half mile from railroad. $25 per acre.

200—acres, 12 miles east of Salem—excellent improvements—all in cultivation—well watered and finely situated. $35 per acre.

85—acres—60 acres in growing grain—fair house and barn—4 acres meadow—fine young orchard—one-half mile from P. O.—crop goes with place. Possession given at sale. Price $2,400.

6—acres, adjoining east Salem—with house—barn and orchard—can be divided into 3-2 acre lots—facing town—has a delightful view—will be worth double present price soon. $3,000.

850—acres, 15 miles from Salem—300 acres in cultivation—two houses and barns—with orchard—plenty of running water—no better stock and farming land in Marion county—all fenced—is divided into many fields and pastures. A bargain for some one. Half down, balance on time to suit. $15 per acre.

675—acres, 8 miles from Salem—all under fence—350 acres at one time under plow—fine pasture land—road along one side—can be divided to suit purshaser. One-half down, balance on long time. $17 per acre.

60—acres, 3 miles from Salem—1½ acres in orchard—4 in garden—50 under plow—balance good pasture—good house and barn. A chance for some one wanting garden property. $3,000.

Store and stock of merchandise with warehouse worth $6000 also residence if desired, situated on O. & C. R. R., good location for business—no better grain section in the Willamette Valley.

Good house with one-half acre of land, in North Salem—near street car line when extended—if sold soon. $800.

Half block—East Salem, on mill creek—with good house and barn. Plenty of fruit $3250.

We offer for the first time—about 30 lots in A. F. Waller's addition to Salem, ranging in price from $250 to $500. The location is fine, upon the highest ground in East Salem, over-looking the entire city and in plain view of all the State Buildings, with the Coast and Cascade Mountains in the distance, while still eastward loom up three everlasting snow peaks.

Prompt Attention Given to All Inquiries

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TRANSPORTATION.

THE YAQUINA ROUTE.

OREGON PACIFIC RAILROAD

And Oregon Development company's steamship line. 225 miles shorter, 20 hours less time than by any other route. First class through passenger and freight line from Portland and all points in the Willamette valley to and from San Francisco.

TIME SCHEDULE, (Except Sundays):

Leave Albany - - - - - - - - 1:00 P M
Leave Corvallis - - - - - - - - 1:40 P M
Arrive Yaquina - - - - - - - - 5:30 P M
Leave Yaquina - - - - - - - - 6:45 A M
Leave Corvallis - - - - - - - - 10:35 A M
Arrive Albany - - - - - - - - 11:10 A M

O. & C. trains connect at Albany and Corvallis.

The above trains connect at YAQUINA with the Oregon Development Co's Line of Steamships between Yaquina and San Francisco.

SAILING DATES.

STEAMERS.	FROM YAQUINA.
Willamette Valley	Sunday Apr. 28
Willamette Valley	Monday, May 6
Willamette Valley,	Tuesday " 14

STEAMERS.	FROM SAN FRANCISCO
Willamette Valley	Thursday, May 2
Willamette Valley	Friday " 10
Willamette Valley	Saturday, " 18

This company reserves the right to change sailing dates without notice.

NOTE.—Passengers from Portland and all Willamette Valley points can make close connection with the trains of the YAQUINA ROUTE at Albany or Corvallis, and if desired to San Francisco, should arrange to arrive at Yaquina the evening before date of sailing.

Passenger and Freight Rates Always the Lowest. For information apply to Messrs HULMAN & Co., Freight and Ticket Agents 200 and 202 Front st., Portland, Or. or to

C. C. HOGUE, Ac't Gen'l Frt. & Pass. Agt., Oregon Pacific R. R. Co. Corvallis, Or.

C H. HASWELL, Jr. Gen'l Frt; & Pass. Agt. Oregon Development Co., 301 Montgomery st.; San Francisco, Cal.

TIME TABLE—RIVER DIVISION.

The elegantly equipped steamboats, Wm M. Hoag, Capt. Geo. Rasbe; the N. S. Bentley, Capt. J. P. Coulter; the Three Sisters, Capt. W. P. Short; are in service for passenger and freight traffic between Corvallis and Portland and intermediate points, making three round trips each week as follows:

NORTH BOUND—Leaves Corvallis Monday, Wednesday and Friday at 8 a. m. Arrives at Salem Monday, Wednesday and Friday at 3 p. m. Leaves Salem Tuesday, Thursday and Saturday at 6 a. m. Arrives at Portland Tuesday, Thursday and Saturday at 3:30 p. m.

SOUTH BOUND—Leaves Portland Monday, Wednesday and Friday at 6 a. m. Arrives at Salem Monday, Wednesday and Friday at 7:15 p. m. Leaves Salem Tuesday, Thursday and Saturday at 6 a. m. Arrives at Corvallis Tuesday, Thursday Saturday at 3:30 p. m.

For freight and passenger rates apply to the captains and pursers of the respective boats, or to W. M. Darling, agent, 200 and 202 Front street, Portland; Gilbert Bros. agents, Salem; I. M. Adair, agent, Albany C. A. Miller, agent, Corvallis; or to the general freight and passenger agent, Corvallis.

O. & C. trains connect at Albany and Corvallis

F. W. BOWEN, Superintendent.
Wm. HOAG, General Manager.

Overland to California

—VIA—

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THE MOUNT SHASTA ROUTE.

Time between Salem and San Francisco Thirty-six Hours.

CALIFORNIA EXPRESS TRAIN—RUN DAILY BETWEEN PORTLAND AND S. F.

South.			North.
4:00 p. m.	Lv.	Portland Ar.	10:45 a. m.
6:41 p. m.	Lv.	Salem Lv.	7:53 a. m.
7:45 a. m.	Ar.	San Fran. Lv.	7:00 p. m.

LOCAL PASSENGER TRAIN—(DAILY EXCEPT SUNDAY).

8:00 a. m.	Lv.	Portland Ar.	3:45 p. m.
11:10 a. m	Lv	Salem Lv.	12:52 p. m.
2:40 p. m.	Ar.	Eugene Lv.	9:00 a. m.

PULLMAN BUFFET SLEEPERS.

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For accommodation of second class passengers attached to express trains.

The S. P. company's ferry makes connection with all the regular trains on the East Side Division from foot of F stree Portland.

West Side Division, Between Portland and Corvallis:

DAILY—(EXCEPT SUNDAY).

7:30 a. m.	Lv.	Portland Ar.	6:20 p. m.
12:25 p. m.	Ar.	Corvallis Lv.	1:30 p. m.

At Albany and Corvallis connect with trains of Oregon Pacific Railroad.

Through tickets to all points south and east via California

EXPRESS TRAIN—(DAILY EXCEPT SUNDAY.)

4:00 p. m.	Lv.	Portland Ar.	9:00 a. m.
8:00 p. m.	Ar.	McMinnville Lv.	5:45 a. m.

Through Tickets

—To all points—

SOUTH and EAST

—VIA—

CALIFORNIA.

For full information regarding rates, maps, etc., apply to the Company's agent, Salem, Oregon.

E. P. ROGERS, Asst. G. F. and Pass. Ag't.
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COMPANY.

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Trains for the east leave Portland at 7:45 a m and 8 p m daily. Tickets to and from principal points in the United States, Canada and Europe.

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Emigrant Sleeping Cars run through on express trains to

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