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THE STATE HORTICULTURAL SOCIETY.

Not nearly enough interest is taken in this society, which could do much to advance important interests if it was conducted with energy and its meetings and discussions participated in by the fruit growers of this region. It is conducted now by a few who do all they can to build it up and make its efforts valuable. The President, Mr. Henry Miller, has long and successful experience and takes great interest. It was owing to his special efforts that the horticultural display at the Mechanics' fair was so excellent. As it is now, the society is mainly composed of professional nurserymen and orchardists, and a few fruit growers who live near here, but the great majority of fruit growers through the country seem to be indifferent. This certainly should not be the case.

We personally take great interest in attending the meetings of this society and in making public the opinions there expressed by veteran orchardists who have made fruit growing a life work and a life study. We have the same interest in it that all fruit growers should have, and consider it a delightful study, even as fruit growing itself must be the most delightful branch of our agriculture. Every home is incomplete without an orchard and it is necessary that small fruits should be cultivated by every intelligent family. While it is necessary that fruits should be provided for household use, it is also desirable that fruit culture should be made a staple of production among us, as important as any other. The indifference with which most farmers view this matter strikes us as remarkable. It is true that our climate and soil produce finer fruits in the line of apples, pears, plums, prunes and cherries, than are raised in California and equal the best raised in the world. Last summer canners in California sent here and paid 2 cts. a pound for Oregon plums and prunes to can there. We have the whole world for customers for dried fruit and as soon as there is railroad connection established with the East our loads of green fruit will be shipped to Chicago and New York. Fruit growing offers a good permanent business for all time, and the farmer who keeps an orchard in good order has a store laid up for his old age and a bank for his children to draw on.

Orchardists here have established that certain fruits are a success with us, and that certain soils and localities are suitable for production of certain fruits, which gives the intending fruit grower the advantage of other's experience in founding his orchard. To a certain extent he works as a certainty then, and can venture with more assurance than the fruit grower could ten years ago. The trouble is that the great majority of farmers pay no attention to this important matter. They want something that will yield returns immediately and cannot afford to put their time and money into trees that will not bear fruit to remunerate them for half a dozen years to come. Of course, there are many who cannot afford to set out large orchards, but it seems strange that in view of the rewards offered in the future many people who have means to spare do not make fruit growing a specialty and plant orchards extensively. There are some large orchards of plums and prunes in different sections that should soon begin to bear largely and pay handsomely, and when they commence to yield such returns as may be anticipated, we shall see a great excitement in the way of planting out trees, but as there is a reasonable certainty of profit from judicious fruit growing we cannot see why more general attention should not now be given to planting extensive orchards with a view to making fruit a staple product.

But, even though a man may not devote special attention to fruit growing with a view to becoming an exporter of the same, either in a dried or green state, he may still take interest in sustaining the State Horticultural Society and in being informed on all points of fruit growing, and there are hundreds of farmers in the Willamette valley that have extensive orchards gone to decay which could be revived and made valuable with proper pruning and care. There is much of interest to the farmers as a class in connection with horticulture, and the Horticultural Society deserves far more consideration from all farmers than it receives.

THE RESULT.

The election is over, and, so far as known, the returns point to the success of the Republican party and the election of Mr. Garfield as the next President. Since the State election held in October in Ohio and Indiana there has been every reason to anticipate this result. The Republicans did not expect to carry Indiana in October, and their success there was a strong indication that the people of all the Northern States would follow that example. Had the country been troubled, as it lately was, by hard times, when farmers were suffering from many evils and manufacturing was at a low ebb, there would have been a great tendency among the people to require change of administration as a possible relief from existing evils. But, by combination of fortunate causes our country is at the greatest height of prosperity it has ever known. North and

South, East and West, there is a general prevalence of good times; laborers are employed at good wages; all industries flourish and business men are satisfied, so well satisfied that they dread any change, and have thrown their influence largely into the field of politics to prevent any change. Manufacturers, too, strongly support the Republican cause this Fall, and the cry of "protection" is heard through the nation as not uttered before for a generation. The national credit is actually above par, so that as a nation we pay a rate of interest not believed possible even ten years ago. Money is more abundant and interest lower than ever known on this continent, and last, not least, the administration of Mr. Hayes commands the respect of the people fully, and stands as a strong endorsement of the party that elected him. Perhaps it is not too much to say that the Republican party today owes much of its success to the purity and honesty of the present administration. Added to all this we must also recognize that the appearance of the Southern element in politics and the control it has lately had in Congress has roused the Northern people to resist the party that claimed to be backed by the "solid South." Let us hope that from henceforth our national politics can be conducted without sectional prejudice, and that the dead past shall be buried beyond any hope of resurrection. The South must give up every hope of undoing the issues that were decided by the war, and when it does, the North will lay prejudice aside and then the nation can divide on great questions of principle and not on the hateful prejudices of sectional differences. If the coming administration succeeds in preserving the prosperity we enjoy to-day, and in dissolving the bitterness of sectional and partisan feeling we have suffered from in the past, we can be a happy and prosperous people. A lover of his country, of whatever politics, must recognize that political bitterness has lately reached a point too unhealthy for any nation long to endure. The time has come when the universal sentiment should be: "Let us have peace."

WHEAT AND SHIPS AGAIN.

The remark was made to us the other day, that we were taking very great responsibility in setting forth our views on the freight market as we have done, and intimating to farmers that they can expect a decided improvement in the price of wheat within three months, and at farthest within four months time. This remark was addressed to us by several gentlemen who are interested in exporting wheat, and who, of course, are biased in their own favor and will not be apt to make public facts that work against their own interests. They concede to us, however, that freights are sure to decline after awhile, when ships become abundant. We recorded last week the charter of ships to be available March 1st, at San Francisco for 55c, while San Francisco quotations are now based on freights at 72c 6d to U. K. This then, anticipates a decline there in freights of 17c 6d within four months, which is equal to 12c cents a bushel, and as wheat that is already stored can be held and insured three months for three cents a bushel, it looks very plain that the man who holds will make handsomely by so doing.

But the fact is, that whatever we may say, there is no danger but that enough will be sold to provide cargoes for all vessels to arrive in the next two months. There is already wheat stored in Portland to load all the vessels now in the river. Some farmers are certain to sell, and if there was a panic among them to do so the consequence would be that the market would be glutted and freights go up to five pounds. That would bring wheat down to the lowest point ever known in Oregon, and of course would suit the speculator, who would then buy up all offerings and hold for the rise that is sure to come. What the speculator is so anxious to do the farmer can as well do himself, and make what there is to be made by it. That is what we advocate. It is not prudent to rush so much wheat upon the market at this juncture, and there is no fear that all the Oregon crop will be marketed in a hurry, because those who are able to hold will do so.

It is estimated that all over the United States a great portion of the surplus of the present year will be held back for a raise. Wheat is now lower in England than often known in Oregon history, or nearly so. The demand for breadstuffs will be greatly quickened by the low price. This fact will be felt in the year's business. The American surplus has probably been overestimated, which may become another point in our favor as time passes. We have shown that with shipping known to be on the way to San Francisco, and with reasonable calculations based on the demand for tonnage there and here, it is probable that shipping will arrive there and here within four months with tonnage capacity equal to all demands for wheat shipment from this coast up to harvest, and many vessels are sure to arrive between the first of March and the first of July. It is evident, then, that tonnage will be here and that we can afford to wait for it, and to hold our crops until it comes in preference to paying the extreme prices now asked. It is a little rough on our farmers that when they are offered exceptionally low price for wheat they are charged exceptionally high freights. It remains to be seen if they have the grit to hold their wheat, and most of them no doubt have.

Now, while there is certain to be tonnage enough to answer all demands between this and spring, it is not at all certain that the entire surplus will demand tonnage, either here or in California. It is more than probable that without a decided rise in price in England not over two-thirds of the Oregon and California surplus will be shipped. Mr. Kinney of Salem Mills does not expect over two-thirds will be disposed of, and this greatly strengthens the probabilities in favor of the wheat grower, for if he doesn't sell freights will surely decline, and when the ship owner

is willing to take a good living price for freight the farmer can afford to sell, and not before.

Another important fact to be kept in mind is, that when wheat is so low in price as at present, it will not be necessary to rush it to market so as to reach England before harvest. It is likely to bear a better price after harvest than at the present, which will be the argument that will influence one-third of the producers to hold over their surplus. We consider it then, safe and prudent and proper to show all these facts to the wheat grower, and give him all the opportunity the possession of facts and arguments can furnish to judge for himself whether he will sell or hold.

In this connection we cannot refrain from referring to the flattering estimation in which our paper and its views on the wheat market are held by prominent farmers in different parts of the country. A gentleman from Yamhill was in the office last week that says he was offered \$1.00 a bushel last year, but refused to sell until our market report came, and on the strength of what he read there he held his wheat until he got \$1.10. Another gentleman in Benton county had his wheat pooled with a neighbor, and two years ago, judging from our reports in the Spring, wanted to sell at \$1.02 1/2 but his neighbor insisted on holding longer, and they sold a large lot finally at 93 cents. We do not pretend to be infallible, but these facts prove that we study the markets with great care, and give opinions with caution that are generally followed with success. At any rate we have only the best good of the farmers at heart and have courage and independence to work for them. This world is greatly made up of cowards who have not the independence to form opinions or the courage to express them when formed, if they antagonize in any degree men who are the possessors of money or power.

OREGON AND CALIFORNIA WHEAT.

The shipping houses of this city have sample bags, sent them from the S. F. Produce Exchange, of the way wheat is graded in that market the present year. These samples are numbered 1, 2 and 3, and we are struck with the fact that the best shipping wheat, marked No. 1, is not nearly so good an article as the average clean white wheat of the Willamette valley. In the California No. 1 there is a proportion of shiveled grain and some cheat and oats, while our average valley wheat is plump and clean if it has passed through a well known warehouse. It really seems then that with the quality of Oregon valley wheat above the average, there should be a price offered for it above what is paid for California No. 1, because our wheat is really worth much more, or there is no trust to be put in appearances. Our best is certainly equal to California gilt edged milling wheat, which is quoted as high as \$1.52 1/2 per cental, and yet the quotations for our valley wheat are \$1.42 1/2 @ \$1.45 per cental only.

RAILROAD NOTES.

The narrow gauge has reached Scio. Travel on the new branch to Lebanon is very fair, and the O. & C. men are in good spirits over it.

Chief Engineer Sears is now giving his special attention to the mountain surveys of the Oregonian Company, limited.

The new stations along the narrow gauge, we understand, will be named after prominent citizens. One will undoubtedly be called Besser and another Thompson.

The new excitement in railroad circles is about the Oregon Pacific Railroad. Throughout the valley towns above Albany people discuss nothing but Yaquina bay prospects, and are much encouraged over the news that the Oregon Pacific is having little trouble in floating its bonds on the New York markets.

A party of N. P. R. R. engineers left New Tacoma this week to run a line from Wilkeson to Mud Mountain, and from that point a transit line will be run to Green river and through the pass lately discovered and explored by Tilt Sheets. The work will be continued as long as snow in the mountains will permit.

About the 5th of next month will see another change of front in the running of trains between the Dalles and the upper country. The wharfloat will be at Balock's landing, 37 miles above Celilo, and the other one will be dropped down to the former site of Coyote Station. This decreases the steaming to about seven hours' run up stream and six hours' down stream. This is the last change that will be made until the track is laid for the entire distance, when the gauge will be widened out above Coyote to the standard and trains will then be run with sleeping cars attached.

Seattle Post: A surveying party under the lead of Mr. W. H. Maxwell came down from Tacoma last Wednesday night, and yesterday afternoon went out to Newcastle. There were nineteen men in the party. They will proceed at once to the summit of the mountains, and taking the Soquelmie pass, make their survey eastward. Mr. Maxwell stated that he would complete this work and be back on the Sound within six weeks. He was quite reticent, and did not care to disclose the plan of operations. From the present time on there will be continued activity in railroad circles. The day of awakening is near at hand—is now breaking—and laughing prosperity will soon sit within the homes of all.

The grade of the O. R. & N. line is finished to Dayton, and the force is now at work on the grade between the Touchet and the mouth of the Tukamon. Track has been laid for ten miles below Umatilla. It is expected the track will be laid and trains run to Castle Rock, twenty-four miles below Umatilla, by the 14th of November. Castle Rock will be the point where boats will land and take on freight and passengers until the track is laid from Celilo to that point, sometime during the Winter. A very large number of rails for the O. R. & N. Co. and N. P. R. R. Co. have been landed at Umatilla. At Wallula junction a large force of men are busy grading the depot grounds, and for Y and other tracks. The work of laying the track between the junction and Ainsworth will probably be commenced next week.

FINE GOLD.—Mr. J. A. Shoudy, a merchant of Ellensburg, W. T., was in the city last week, with some beautiful specimens of gold, taken from the Swauk and Paabastin mines, on a tributary of the Wenatchee. The gold consisted of "chunks" of the native ore, worth from twenty to thirty dollars each. Mr. Shoudy had fully one thousand dollars' worth of these "chunks" with him. He reports the Swauk mines as very up.

THE AMERICAN UNION TELEGRAPH COMPANY.

The energy, enterprise and remarkable sagacity exhibited by the latest rival of the Western Union Telegraph Company, the American Union is worthy of the highest praise and illustrates more forcibly than any other modern achievement we now recall, what can be effected by capital backed by pluck and brains.

It seems scarcely credible that this giant corporation, which only sprang into existence on May 15, 1879, says the St. Louis Globe-Democrat, should now own and control 60,000 miles of telegraph lines, and that by the new year it will have 15,000 miles more under its immediate jurisdiction, thus effectually and forever breaking up the monopoly of the telegraph business, and creating an active competition which must inevitably redound to the permanent advantage of the people of the whole country by giving increased facilities and causing a great reduction in rates. The mere statement of the fact that all this has been accomplished conveys no adequate idea to the mind of the vast sums of money employed, the enormous and seemingly insurmountable obstacles overcome, or the stubborn and persistent struggles entered into, both in the courts and in the open field.

At every step the new organization was compelled to meet and fight its powerful antagonist, the Western Union, which (securely entrenched, as it confidently believed, behind its contracts for the exclusive rights of way upon all the railroads and highways of the country) brought everywhere the machinery of the courts into play against it and endeavored in every way to thwart its efforts and to render abortive its attempts to construct its lines. In many cases the contracts of the Western Union had been held by the courts to be sacred and in one instance the Baltimore and Ohio Railroad Company had been restrained from interfering with or using the lines of the Western Union. The extraordinary claim set up was the exclusive possession of almost every foot of available ground for the building of telegraph lines in the whole country. This claim had to be met and overthrown, of course, before anything could be done, and the suit instituted by the Western Union before Judge Harlan, in the United States Circuit Court for the District of Indiana, to restrain the American Union from putting up its lines on the Wabash railway brought the matter of exclusive right to an issue, and, to all intents and purposes, settled that disputed point by a decision in favor of the American Union. The judge held that the contract, so far as it purported to grant rights of any nature to the exclusion of other telegraph companies, "was void, being against public policy, and in direct contravention of the laws of the several States and of the act of Congress granting to all telegraph companies, accepting its provisions, the right to construct, maintain and operate its lines along all post-roads." Numerous decisions to the same effect have since been obtained, and it may now be regarded as established beyond controversy that there can be no such thing as an exclusive privilege so far as building telegraph lines along post-roads is concerned.

The instances referred to are only some of the many that barred the roadway to success, and there were not wanting those who predicted that the American Union was merely a speculative concern that would, in the end, be absorbed by the Western Union, after the manner of the American Telegraph Company of New Jersey, in 1866, and the Atlantic and Pacific in 1877. In spite, however, of all obstacles and of all predictions of failure the American Union is to-day an assured success, a most substantial and gratifying fact. Its systems of lines embraces every city and town of any importance in the Union and in the British possessions; it has two separate lines between New York and Chicago, communicates with San Francisco over the lines of the Union Pacific Railway and its branches; has the exclusive use of the cables of the new French Cable Company for the term of twenty years, besides having, by reason of its control of Canada lines, connection with the Direct Cable Company, which practically gives it the use of two submarine cable lines.

HOW TO CHANGE THE ADDRESS OF PAPERS.

We are in receipt daily of request to "please change any paper to such-and-such a post office." Be sure to tell us when you write, where you are now getting the paper; our list is now so large that we cannot easily find a name where it comes, as above stated. This note will apply to all newspapers.

THE NORTH PACIFIC RAILROAD.

The annual report of the Northern Pacific Railroad shows that the total number of miles operated during the past year was 722, against 647 during the previous year. The gross earnings were \$2,230,181 81, \$1,406,210 65 last year; expenditures, \$1,521,093 25, leaving a balance of \$709,188 60. There was spent during the year for improvements, developments, and equipments, \$514,962 99; interest, \$159,537 26, making a total, in addition to the operating expenses, rentals, and taxes, \$674,500 25. The report states that the company intend to build a bridge across the Missouri River at Bismarck. They have also concluded a favorable contract with the Western Union and Northwestern Telegraph Companies to put a line of wire along the road, the Railroad Company to pay one-third of the cost and retain one-third of the gross receipts; also, to have their own telegraph business transmitted free up to a certain amount, the remainder to be operated at half rates. The contract is to remain in force for a period of fifteen years. The report also states that the Lake Superior Elevator Company have established eleven new grain elevators along the line of the road, including one at Duluth, with a capacity of 1,000,000 bushels. Emigration agencies have been established at Liverpool, New York, Philadelphia, Boston and Chicago. According to the Treasury report the preferred stock of the company had been reduced on June 13th by proceeds from sales of lands \$43,412,645 12, of which there was in the Treasury as an asset \$4,111,830 10, leaving in circulation \$30,100,818 02. The bonds outstanding amounted at the above date to \$3,881,834 41, of which there have been since sold about \$520,000. The Treasurer reports that the entire floating debt will be retired this year. There are still to be completed several divisions of the road, including one of 120 miles from Thompson's Inlet in Wisconsin, to the Montreal River. When these are finished it is stated that the company will have in operation 1,203 miles of road, and have title to 17,500,000 acres of land.

TERRITORIAL.

The Gypsy women about Walla Walla are a set far more brazen than honest. Total coal shipments from Seattle in October was 45,946 tons.

Gov. Newell has arrived at Olympia and been warmly received, so the papers say.

The Watchman says the fall races were a failure on account of rainy weather.

The Yakima Record counted over twenty teams of emigrants in one week that were hunting locations.

Private Bennet of Company K, at Walla Walla, decamped and let loose two prisoners, who went with him.

The Union learns that a new depot will be built at Walla Walla, on the north side of Mill creek, to cost \$4,000.

It is reported that Fort Colville is to be put in complete repair for the accommodation of three companies of troops.

The Territorial Fair at Olympia was a financial success, because when expenses were paid they had \$300 left.

The Watchman says malaria and typhoid fever prevail at Walla Walla, and gives quite a list of people who are ill.

An elderly shoemaker from Victoria committed suicide at Tacoma by shooting himself. He had refused to give his name.

The Port Townsend Press tells how a party of Englishmen from the Victoria Navy Yard took a sloop for a two weeks trip to hunt among the islands and some spiteful man, who was not allowed to go with them, had all hands and the vessel arrested for violating our law.

The Idaho Statesman gives a full account of the recapture of the convicts who recently escaped from Idaho Penitentiary.

The Union says the Walla Walla Agricultural Society propose to buy ground near the center of the city for an elegant Pavilion.

Henry Messie, the Russian murderer in jail awaiting trial at Port Townsend, has escaped, supposed to have had outside assistance.

Morton Cox, from Victoria, who was probably insane, as he had been in the Asylum two years ago, laid down on the bluff at New Tacoma and shot himself twice, and was found dead.

The Walla Walla Statesman says the twenty-mile race created much sport, as some of the cynuses balked and some bucked. Each rider had four horses and the lookers on had lots of fun.

A Beautiful Hat.

Who will not stop and admire a beautiful hat when they see it passing by. There is nothing sets off a woman as a new hat or bonnet, and the question is how to get a stylish, neat and noble hat. All we can say in reply is to call on Wm. Millican, Commercial street Salem, and see his well selected and assorted stock of millinery, hats and fancy goods.

STATE NEWS.

A case of scarlet fever is reported at Hillsboro.

Capt. Geo. Goodman has bought the brig Sen Waif for \$6,250.

Diphtheria is found at McMinnville, but so far has not spread much.

Sixty women bore torches in a Democratic procession at Lebanon lately.

Families that desire to settle in Astoria cannot find houses to occupy.

There is talk, the Inland Empire says, of starting a newspaper at Prineville.

A little son of Ben Pierce, of Corvallis, was killed by a kick from a horse.

Ben McCauley, formerly of Salem, is mail route agent on the West Side Railroad.

H. O. Paige has had two indictments found against him at Umatilla for robbery.

Mrs. Schampf, aged eighty-two, is cutting teeth again, out in Jackson County.

The Astorian says Charles McIntosh lost his life by drowning in Blind Slough above Knappa.

A little girl got her arm badly broken on the Wallula road, Wasco county, while at play.

All the bridges are finished on the narrow gauge road and track laying will soon reach Scio.

W. Simmons has made a gift to Mr. M. Moore of ten acres of rich bottom land near Hillsboro.

Good crops make good times in Tygh valley, and substantial improvements are the consequence.

The Astorian says the channel across Columbia bar now used is not the one dragged by engineers.

Ernest Bigham, son of Wm. Bigham, of Spokane was thrown from a horse and it is feared his injuries are fatal.

Wimer, Simmons & Co., of Waldo, took out \$10,000 in gold on a partial clean-up and had several clean-ups before that.

The Astorian says forty-five patients have been treated at St. Mary's Hospital there, since it opened on August 17th.

The Jacksonville Times says that Skaters & Briscoe have manufactured a considerable quantity of sorghum syrup this season.

Hall, of the forks of the Santiam, who shot his son some time ago, for supposed incest, was sentenced, after trial, to six months in the Penitentiary.

Hong Lee stole goods from H. L. Barret at the time his store was burned at Fore t Grove, and three other Chinamen are supposed to have done the same.

Weston people have donated ten acres of land for the use of the academy the Presbytery of Idaho propose establishing, and they expect it will grow into a first class institution.

The Riverside says a farm three miles below Independence containing 360 acres, without any buildings of value lately sold for \$13,500 to Mr. Lawler, lately from Nevada.

Two sheep herders, on Robert Grant's ranch, between John Day and Des Chutes rivers, named Anderson and McKinney, got into an affray and it is thought McKinney will die.

Friday night Jailer Johns, at The Dalles, came back from supper and couldn't find any prisoners; they had got through the outer door and scaled the wall by a rope made of towels. There were six of them and they got over into Washington Territory.

A number of immigrants are moving into St. Helens and new houses are to be built, a new school house is in progress and business is reviving there. The Muckle Bros. mill turns out 35,000 feet of lumber daily. A schooner of 240 tons burden, 100 feet long, is on the stocks there, near completion.

A. Mowery, of Fifteen-mile Creek, Wasco county, while attending the machinery of his mill, had his arm badly broken by an accident.

While Mr. Welch was on the way to Heppner with a loaded wagon, his four-year-old child fell off the wagon and the wheel broke its arm near the elbow.

The Dalles Times says J. H. Wilson, of Kansas, is in that city and intends to buy stock cattle to drive East next Summer. He will canvass Wasco county for that purpose.

The Lafayette jail has two occupants; a Chinaman who broke a pitcher over the head of the Dayton hotel keeper, and a chap from Wapato who stole a lot of bed clothes.

At Union on Sunday evening at the M. E. Church, just as the congregation were dismissed, some wretch threw a stone through the window, and \$50 reward is offered to discover who did it.

A CHINESE BRUTE.—On Thursday last Mr. John E. Woods, foreman on the narrow gauge, and having in charge a gang, discharged one of the number, Ah Joe, a pugilist. He soon packed up his bundle, including a tent belonging to Hop Sing, a diminutive fellow laborer, to which Sing objected by laying hold of the pack. This so incensed the burly Ah Joe that he picked up a club and knocked the other down, beating him into insensibility, and had not Mr. Woods interfered would have murdered his victim outright. After the commission of the dastardly deed Ah Joe began to measure ties in the direction of the peaceful Santiam. The barbarian crowd stood mute spectators of the fight, evidently fearing the savage of Ah Joe. The wounded man lay insensible in his cot for three hours, his comrades refusing to render the slightest assistance, beyond carrying him to camp by order of Mr. Woods.—Silver-ton Appeal.