

importance as factors in our progress and prosperity. By them the waste places of the earth have been opened for settlement; by them industries have been developed and resources unfolded that have lain dormant since the beginning of time, while markets have been established for the products of these industries in eastern and old world centres, and greater even than all these material benefits, free intellectual and social intercourse has been accorded to our western commonwealth. Add to this the fleets of vessels that carry our merchandise to the leading seaports of the world, the mail and telegraph services that bring to us the most recent advices from every quarter of the globe, and here is a record of commercial, industrial, and social development such as mankind has never witnessed in the past, and never again shall witness.

In volume V. of the *Chronicles* were presented, as the reader will remember, the results of the Gunnison-Beckwith expedition in 1853-4.

In October 1853, an auxiliary expedition under Major Ebbetts and Lieutenant Moore, crossed the Sierra Nevada, entering between the north and south forks of the Stanislaus. They reached an elevation of 10,000 feet, passing by the south end of Walker lake, with the object of discovering a railroad route, but found this utterly impracticable.

The impression conveyed by Beckwith's report was unfortunate for the prospects of Frémont's 38th parallel route, and equally so for that on the 41st and 42d parallels. In fact he had encountered the worst of either, and had unintentionally misrepresented the character of the country west of Salt lake.

These impressions were modified somewhat by the report of Rufus Ingalls, quartermaster to Colonel Steptoe's command, which in 1854-5 marched from Fort Leavenworth via Fort Kearny, Fort Laramie, South pass, Bear river, and Salt Lake City where the command wintered, to the Sacramento valley and