

The imperious necessity of the establishment of a post and military thoroughfares in a State like California, is too apparent to every reflecting mind to admit of doubt, and their usefulness in other portions of this wide spread republic, has been time and again satisfactorily demonstrated. The grand enterprise of opening a wagon road through to Oregon, from the head of the Sacramento valley, was commenced, if not conceived by James C. Freanor, who obtained from the legislature of 1851-'2, the passage of an act, which would have secured its certain success, had not the violent death of Col. Freanor at the hands of hostile Indians while engaged in prosecuting his labors, rendered the operations of the act nugatory. There have been, ever since the first settlement of the northernmost portion of the territory of this State by the whites, constant depredations committed by the aboriginal inhabitants, and these have been carried on with perfect impunity, owing to the great difficulty of reaching them in the fastnesses of the mountains, and the sparsely settled state of the country.

The attention of our representatives in Congress to the importance of the establishment of military roads in the interior is urged with zeal by our mountain cotemporary the *Siskiyou Herald*. It truly says that our inland communications on the Pacific in the present aspect of affairs demand immediate attention. A wagon road between California and Oregon can be made practicable for a trifling sum, and but a few miles of road are needed to connect the Sacramento and Shasta vallies.

The *Herald* estimates that an appropriation of between fifty and one hundred thousand dollars would be amply sufficient to open that part of the road now impracticable, and would so improve the Siskiyou mountain as to render the whole road