

prairie for three hundred miles, moving in companies of tens, fifties, and hundreds.

While the advance companies were crossing the Missouri, they, on the 1st of July, were called upon by Captain James Allen, of the United States army, who was the bearer of an order for the enrolment of five hundred volunteers. They could ill be spared in their condition, but the number was made up in a few days and they proceeded on their journey to Fort Leavenworth and thence by way of Santa Fe to California, where they, among a number of our countrymen, were instrumental in adding this large domain to the United States.

The families of the volunteers who formed the battalion, being thus left without protectors, entailed much additional responsibility and labor upon those left behind, and rendered it impossible for the companies to proceed to the Rocky Mountains that season. They encamped at Winter Quarters, the place now called Florence, in the Omaha country, where they built 700 log cabins and 150 caves or dugouts, in which a great number of the people resided through the winter. Some two thousand wagons were scattered about in the Pottawattamie country, on the east side of the Missouri—a country then uninhabited except by Indians—which, by a treaty of purchase, came into the possession of the United States the ensuing spring.

The winter of 1846-7 was one of great suffering among the people. They had been deprived of vegetable food; their diet, to a great extent, had consisted of corn meal and pork, which they had purchased from the Missourians, in exchange for clothing, beds, jewelry, or any other property that would sell. Yet they had sold comparatively none of their real

estate and valuable property; in fact, most of the land remains unsold to this day. Under these circumstances the people suffered a great deal from scurvy; the exposure they had undergone also brought on fever and ague, hence their stay in Winter Quarters and the region round about is a memorable period in their history, from the sufferings, difficulties, and privations with which they had to contend. However, they made the necessary preparations for their departure, and in the spring of 1847—early in April, 143 pioneers, led by Brigham Young, started to explore and make a road to the Great Salt Lake Basin.

There was not a spear of grass that their animals could obtain for the first two hundred miles of the journey, and they had to feed them on the cottonwoods that grew on the banks of the Platte River and other small streams. In this manner the pioneers worked their way, making the road as they went along. They traveled on the north side of the Platte, where no road had been before until they reached Laramie; they then crossed the North Fork and took the old trappers' trail and traveled on it over three hundred miles building ferry boats on the North Platte and Green rivers, and then constructed a road over the mountains to this place.

During this journey they looked out a route where they were satisfied a railroad could be built, and were just as zealous in their feelings that a railroad would follow their track as we are today.

They arrived here on the 24th of July, 1847. They had some potatoes which they had brought from Missouri; they planted them not far from where the City Hall now stands. In a few days after their arrival the Mississippi Company, which had