HAND-BOOK

OF

STEVENS POINT,

AND THE

UPPER WISCONSIN,

ITS CHARACTER, EARLY SETTLEMENT, VILLAGES POPULATION & GENERAL ADVANTAGES

FOR SETTLERS:

WITH A CORRECT

MAP OF THE STATE.

STEVENS POINT.
Ellis, Tracy & Swayze, Publishers.
1857.

TO THE PUBLIC.

THE DESIGN of this little Work is to lay before the reader some of the more prominent features of the Country on the Upper Wisconsin River: the business which has led to its occupancy and settlement—its capacity for sustaining a population, and a description of its principal Villages and important Points. The limits imposed on this enterprise, are such as restrict us to a few pages, and the most prominent facts and incidents.

THE AUTHOR.

The "Upper Wisconsin."

THE "UPPER WISCONSIN," is a term usually applied to the country bordering this stream from Point Bas, upwards to its source, at Lac VIEUX DESERT; a distance north and south of 150 miles. But our descriptions will for the most part refer to the lower portion of this area, lying in Marathon, Portage and Wood

Counties—the very center of the State.

It is remarkable what a tendency is often manifest, to invest new and unexplored regions -TERRA INCOGNITA—with all the habiliments and character of the terrible; -such regions are too generally set down as impenetrable swamps, tenanted only with wild animals, and unfitted for man's abode. It is within the recollection of the writer, that nearly the whole State of Michigan, was reported by an Officer of the War Department as one unbroken lagoon; soon after which an immense Map made its appearance, laying down nearly the whole central area of that beautiful State The progress of settlement as a swamp. dissipated these ideal marshes, and redeemed The same unfounded notions have the State. prevailed to a considerable extent, with regard to large portions of Wisconsin, including this same country of which we now propose to write.

In 1847, Mr. Owen, the Geologist, characrized it as a desert of sands, unapproachable by the Agriculturist; and but a few months ago, a respectable gentleman in one of the South-

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ern Counties, in an elaborate article to the "Wisconsin Farmer," gravely asserted that Northern and Central Wisconsin was an alternate of sand-ridges and marshes. In fact, the idea is too prevalent to-day, that at least the unexplored portions of Wisconsin, embracing the northern portions of Oconto, Marathon, Chippeway, La Pointe and Douglas Counties, are swampy, sandy, sterile regions, worthless and uninhabitable!—whereas the truth is beginning to come out that they are quite the reverse of all these, and likely to prove the best agricultural districts in the State.

In the year 1852, it was proposed to apply to Congress for the establishment of a Land Office at Stevens Point: the idea was regarded as Utopian—supposed that not lands enough would be sold to pay current expenses of the Offices. It has now been open nearly four years; the result is that almost one HALF of the district is sold—the title passed from the United States to actual settlers, and the remaining lands in the northern and western portions, are being sought and bought up with unparallelled avidity. Such are some of the consequences of actual exploration, in opposition to imagination, as touching new coun-This part of Wisconsin originally constituted a part of Brown County. County was set off from Brown County by act of the Territorial Legislature, in 1844, embracing all the country north of the Fox and Wisconsin Rivers. Columbia County was set off from Portage in the year 1846; Marathon

County in the year 1850, and Wood in the

year 1856, leaving the present area of Portage within the Constitutional limit.

The first aggression upon the "Upper Wisconsin" as Indian territory, was by the search for Pine timber, occasioned by the settlement of Northern Illinois and Southern Wisconsin, when the price of pine boards went up to 60

@ 70 dollars per thousand feet.

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The Pine regions of the State lie mostly North of the East and West line, which marks Town 20 North of the surveys, abounding more or less in three fourths of this area; though there are considerable districts of beautiful Prairie and openings extending above this line; some of them between the Wolf and Wisconsin Rivers as high as Town 25; and between the Chippewa and St. Croix Rivers, as high as Towns 35 and 36 North.

The Pine is generally near the banks of the stream (the Wisconsin) and its tributaries, gradually diminishing at a distance from them, and giving place to the several varieties of hard timber, sugar tree, oak, bass, birch and hemlock, with a few scattering, but majestic pines. About one twentieth of the grounds

may be set down as pine lands.

The first attempt at Lumbering, by a saw mill, that we hear of in Wisconsin, was made by a man named Perkins, from Kentucky, on a branch of the Chippewa river in the year 1822. He built a mill on the Menomonee branch; but just before commencing to saw, it was swept away by a sudden freshet. The Indians threatning to disturb him, the enterprise was abandoned: to be renewed.

with better success on the same site, in the year 1830, by Joseph Rolette, and John H. Lockwood, of Prairie du Chien. Pine timber was made into boards with whip-saws in 1826, by the U. S. soldiery, at the building of Fort Winnebago, from timber cut on a small island about 10 miles above the Wisconsin Portage. Daniel Whitney, of Green Bay, obtained a permit from the War Department, to erect a saw mill and cut timber, on the Wisconsin, (it then being Indian territory) in the year 1831, and built the first mill at Whitney's Rapids, below Point Bas, in 1831–1832.

Messrs. Granon & Merrill obtained a similar permit, and built a mill at Grignon's Rapids in 1836. These two establishments were the pioneers of the lumbering business

on the Wisconsin river.

In 1836, at a Treaty held with the Menomonee Indians at Cedar Point, on the Fox River by Hon. Henry Dodge, as Governor of Wisconsin, the Indian title was extinguished to a strip of land on the Upper Wisconsin, six miles wide, from Point Bas forty miles up the stream. This was done specially to open the country to the lumbermen. The high price and great demand for the article, quickened the business; the River was explored from Point Bas to Big Bull Falls that year, and the occupation and claiming of the most eligible sites, quickly followed. Messrs. Bloomer & Strong, and also Geo. Cline, occupied the Grand Rapids. Fay, Kingston & Draper occupied Biron's Rapids. A. Brawley commenced at Mill Creek; also Perry & Veeder on the same stream. Conant & Campbell oceupied Conant's Rapids. Harper & McGreer at McGreer's Rapids on the Plover. persons commenced at the several points named in the year 1837. In 1839 John L. Moore began at LITTLE BULL FALLS, and Geo. Stevens Thus was this whole reat Big Bull Falls. gion in the possession of the makers and venders of pine boards and shingles, before the year 1840. In 1839, the Cedar Point cession, three miles in width on this River, was ordered to be surveyed by the Surveyor Gen. at Dubuque, J. HATHAWAY of Milwaukee, being appointed to the task. The whole tract was offered at public sale at Mineral Point in 1840. In 1841, '42, '43, '44 and '45, mills went up great rapidity,-villages and towns sprang up, so that in 1847, when Mr. Owen's party passed down this River from Lac Vieux Desert, the population of Wausau was estimated at 350 souls, and that of the Upper Wisconsin, at several thousand. The "Wisconsin Pineries" became known throughout the whole North-west; the lumber from them furnishing materials for improving and rendering habitable the immense prairie worlds of Illinois, Iowa and Missouri.

There are some peculiarities in the mode of lumbering on this River, especially in regard to the measurment of the boards, and in getting the product to market. As a general thing, logs are cut in the forest to three lengths, 12 feet, 14 feet, and 16 feet in length. All common boards are sawed 11 inch in thickness, thinner stuff than this (except

siding) being held at a reduced price in the markets below. Measurements are by line, and no stuff is marked at the mills.

The Wisconsin, above Point Bas, is a succession of rapids and eddies; most of the former surge over rocky bottoms, with a wild current of ten to twenty miles an hour, the channel broken and divided, offering almost insurmountable obstacles to anything like navigation: yet over all these the lumber has The piloting of rafts over these interminable falls, from Jenny Bull, to and below the Dells, requires great skill, practice, courage, and extreme peril and hard labor .-This branch of the business has produced a class of men known as Pilots, who have become masters, both of the rapids and the capitalists in the lumber trade; as nothing can be done without them; at least in getting the product to market after it is cut out at the When engaging by the day, they make their own terms at from five to fifteen dollars. Those of the better character, with a little means ahead, are accustomed to job the business, entering into contract with the producer to take the boards in pile at the Mills, and furnishing all necessary men and outlays at their own cost and charges, to deliver the lumber at Dubuque or St. Louis, at a stipulated price per thousand feet. Partaking somewhat of the rigorous, wild character of the river and its whirlpools, they are nevertheless for the most part, men of generous impulses, energetic, honest and trustworthy; being frequently entrusted not only with the custody

of a year's earnings of a large establishment, in its transit to market, but with the sale of the rafts, the disbursement of large amounts of the proceeds to hands, and the rendition of final accounts to the owners.

The cost of running out lumber from the mills to the lower market, varies according to the season and distance, at from five to eight dollars per thousand feet, not including wastage by breaking on the rapids, which may be estimated at one 20th of the whole. At a good stage of water, the run may be made from Wausau to St. Louis in twenty-four days. The great difficulty is in getting out of the Wisconsin into the Mississippi, and it is but seldom that this can be done with a fleet at one rise of the river; so that it frequently requires several weeks to make the trip: this greatly increases the cost, and is a direct abatement of the profits of of the business.

Immense amounts of money have been spent from time to time in putting in various improvements on these rapids, mostly in what are called slides: they are wooden sluiceways, over dams and falls, built of heavy timbers, secured by immense cribs filled with stones; they are laid from the top to the bottom of the dam or fall at angles of 15° to 30 ° over which the rafts are directed, with the speed of an arrow, frequently to the hazard of the lives of the raftsmen, and the destruction of the rafts. The keeping up of these improvements, is matter of great expense, as they are of short duration, owing to the wear and tear of the currents.

in passing over, constantly cut them away in detail; but the principal cause of their destruction is from the running ice in the spring on the breaking up of the River. Some of the most expensive and best constructed of these slides, are sometimes almost entirely destroyed in a single day by the running ice of the spring flood. Expensive booms, dams, and even mills, are frequently swept off in the same way, to say nothing of the peril and loss of whatever rafts or cribs of lumber may have been left in the stream over the winter.

The limits prescribed for this pamphlet will permit us to give but a brief description of the mode of constructing and running of the rafts. The lumber is generally rated in pieces of about 3500 feet, called "cribs," five or six of which constitute a "rapid piece;" the cribs are either 16 by 12 feet, or 16 feet square, and generally consist of from 12 to 20 tiers of inch boards, exclusive of what are called the "grub plank:" these are two inches in thickness, and placed at the bottom. The cribs are bound together by means of "grubs," a kind of pin two inches in thickness, four feet in length, made from saplings of oak, iron-wood or maple, dug out by the roots, a part of the root being left on to form the head or lower end of the grub. The rastsman, in forming a crib, selects 3 grub planks: these he arranges about 5 feet apart, parallel to each other, up and down the stream ;-each has three, two inch auger holes bored in it: one near each end, and one in the middle, and a grub inserted in each:—three inch boards bored

manner, are then laid cross-wise of the grubplank, the grubs inserted, which forms the bottom or foundation of the crib: he then fills up the spaces between with inch boards, and crossing the next tier, continues the operation till he has as many courses as he judges safe, not to make his raft run too deep. Next he puts on two binding planks, bored to receive the grubs, parallel with the grub plank, and then applying a couple of links of a chain called a "witch," by means of a lever, draws up the grub, pressing down the binding plank, and wedging the grub, makes all fast. crib is now complete: about six of these are brought together endwise, and fastened by means of two more planks, coupling one crib to another, constituting a "rapid piece." solid piece of square timber, called a "headblock," 5 by 7 inches, is laid across each end, and pinned. On each of these is hung the "oar," consisting of a pole 36 feet in length, with a 12 foot 11 inch plank in the outer end, for a blade, the oar neatly balanced across the head-block: next, and last of all, is put on what is called the "spring poles;" being a couple of pieces of hemlock poles, some 20 feet in length and 6 or 8 inches thick: the forward end inserted under the outward corner of the head-block, brought back over a bit of wood for a fulcrum, is pressed down with the force of three or four men, thus turning up the forward end of the rapid piece, and fastened down to one of the grubs. This is a necessary precaution to keep the rapid piece from catching on the rocks at the bottom, when it

dives in the eddy, as it leaves the slides, which it is sure to do, frequently submerging the rafts and men to the depth of several feet. these cases, a line (cable) is stretched from end to end of the piece, to enable the men to save themselves by laying hold of it. This rapid piece is now ready for its long descent of the currents, over the slides, falls, dams, and rapids, and out to the Mississippi. From two to eight men are necessary to manage a rapid piece, according to the difficulties and dangers of the various rapids. Twenty of these rapids pieces, more or less, constitute a "fleet," managed by one pilot and his gang hands.-On approaching a rapid, slide, or fall, the whole fleet is tied up in the eddy above, and then two, four or eight hands, as may be necessary, get on to a single piece, and run it to the eddy below, where they tie it up and return to the head of the rapid for another piece: and so on, till the whole fleet is over. footing it up over the falls, after a piece is run down, is called by the river men, "gigging back;" it is generally done at a quick pace, and the distance traveled from sun to sun by a gang in running a rapid, and "gigging back," often 50, 60 or 70 miles a day, and forms a pretty severe introduction of the green horns to the mysteries of going down on a raft. These eddys or resting places in smooth water, are indispensable grounds; and such has become the volume of business on this River, that the eddy-room is becoming insufficient for it in the more busy seasons of running out. Twenty fleets at the same time, may often

be seen at the same eddy. During these seasons, the hardy river-man lives on his raft, cooking on shore at night, and sleeping in his single blanket, on the ground, or on the raft. After getting below Grand rapids 2 rapid pieces are generally coupled side by side, making a "Wisconse Raft." With these, they run the the Dells:—below the "Dells." rafts are joined; but the whole fleet is not united until reaching the Missississippi, after which cook houses, and slight cabins, are and the hards are able to regular rest and refreshment for the balance of During the whole way, the rafts are driven entirely by the currents, the only labor required, being to guide and keep them in the channels, from running into sloughs behind islands, and on to sand-bars; all these, by the bye, requiring the utmost vigilance, knowledge of the river, and skill of the Pilot; for if the channel be missed, a wrong one taken, and the fleet run into a slough, it is little better than lost, as the expense of breaking up, hauling out, moving across islands to the channel, reconstructing the raft, would in all probamore than the lumber would be bility be It is difficult to back out, or run the raft up stream, to get out of such dilemma. We reserve a general view of the river, from its source to Portage City, for a future paragraph, and now take a glance at the extent of the lumber business.

At the present day, this branch of industry occupies the whole length of the "UPPER WISCONSIN," from Point Bas to Eagle River,

with most of its numerous tributaries, including Yellow River and the "Little Pinery." In all its ramifications, not less than two thousand five hundred men are employed throughout the year, and a capital or between five and six millions is involved. But an appproximate result can be obtained as to the annual product. As near as we can ascertain, there are some 12 steam, and about 40 water mills, running an aggregate of one hundred and seventy saws, exclusive of edging, picket and lath saws. An experienced lumberman tells us that each saw will average seven hundred thousand feet per annum : equal to one hundred and nineteen millions. It is valued at the mills, at \$12 per thousand; one million FOUR HUNDRED AND TWENTY-EIGHT THOUSAND DOLLARS. To this must be added about seventy five thousand dollars more for the annual product of shingles, lath and pickets: making a total of one million five hundred and three THOUSAND DOLLARS, as the annual product of this business, here in the pineries. marketed on the Mississippi below, the value will be increased to Two MILLIONS, FIVE HUN-DRED AND FIVE THOUSAND DOLLARS. These figures look large; but we are confident they are not larger than the actual footings will prove. Prices in the markets have fluctuated very much during the progress of the business: beginning at \$50 a \$60 in 1830, they declined to \$10 a \$12 in 1849 and '50; but have steadily advanced since that date to the present rates, (average of \$20 or more) with a prospect of a further and steady advance for the future.

It is frequently observed that the timber will soon be exhausted. That it must finally fail, is of course certain; but that period is so remote as to have no practical bearing on the investment of capital for present operations.—Probably not a fiftieth part of the Pine is yet worked out; the logging as a general thing having been extended but a short distance from the principal streams, and even there, only the most choice timber having been removed.

A great misapprehension has prevailed abroad, not only in regard to the extent of this pursuit, but more especially as to the character of the men engaged in it, which the foregoing exhibit will serve in some measure to correct. The Lumbermen on the Upper Wisconsin are not only men of means to prosecute the business with eminent success, but they have the further qualifications of intelligence, energy and perseverance, so indispensable in any pursuit, in a degree equal to that possessed by men engaged in any of the vast pursuits of the country or age in which they The proof is in the reduction by them, in a few short years, of those wild wastes into a land of productive industry, equalled by no other in the State-scarcely in the West. character of the Wisconsin Lumbermen for honesty, intelligence and astuteness in business, will not suffer in comparison with that of any other class, at home or abroad.

We have thus given an imperfect and hasty view of the Lumbering business on this river; although large, and hitherto that which has led to the settlement of the county, it must not be supposed that it has exclusive possession, or is, in future at least, to be the only pursuit here. Agriculture—the cultivation of the soil, has already began to engage the

attention of many.

It is within the recollection, doubtless, of many of our readers, that the region about Galena and Dubuque were for many years pending the early operations of mining, entirely neglected for purposes of Agriculture. The lands were not considered fit for such purposes. As soon as the inhabitants found time to prove them, they were ascertained to be exceedingly rich and productive. The case is quite similar in the Upper Wisconsin country. Our lands, which were at first regarded barrens, are found to be excellent, and farming, as a legitimate business, is now becoming an institution of the country.

The Indian title to the "Indian Lands" was extinguished in 1848; this opened the whole Upper Wisconsin Country to the settler. 1852 the lands were brought into market, at the Land Offices at Menasha and Mineral Point. The Stevens Point Land Office was The District embraces a opened in 1853. strip of land thirty miles in width on either side of the Wisconsin, from the Dells to its source—about 170 miles long. In proof of our position, that we have a good farming country, we have only to give the amount of sales in this Land District; the aggregate from July 5th 1853, to March 31, 1857 is one MIL-LION FOUR HUNDRED AND THIRTY-FIVE THOU-

HUNDRED AND SIXTY Mineral Point and Menasha, previous to the opening of this office, the sales were probably about three hundred thousand, as within the bounds of this District—say one million six HUNDRED AND THIRTY THOUSAND ACRES in all. Not one twentieth part of this was purchased for lumbering purposes, but for Agriculture, and that alone. Some two thirds of it is occupied by settlers, who are now opening farms. The whole of Adams County, the N. W. part of Marquette County in this District, West part of Waushara County, also in this District, together with the Southern and Eastern parts of Portage and Wood Counties are completely settled up: the lands being openings and prairie, proving first rate—equal to any in the State. To the West and North West of Plover and Grand Rapids, and North of Stevens Point, the lands are covered with timber, and more or less mixed with the ever-A short distance from the streams, however, almost invariably is found the hard timbered lands, which on proof are ascertained to be heavier and stronger than those either in the openings or along the streams; and for the last year have been sought and bought with great eagerness for the purposes of settlement and farming. Nearly all of Towns 20, 21, 22, 23, 24, & 25 of Ranges 2, 3, 4, 5, 6, 7& 8 are taken up. A colony of Germans from Pittsburgh, after careful examination, have taken up for purposes of immediate occupancy some 27,000 acres of the most choice lands in Towns 28 & 29, in Ranges 4 &

on Rib River, about 15 miles West of Wausau, and as many N. W. of Mosinee—Little Bull Falls. Lands in large tracts of equally desirable quality, lie on the East side of the Wisconsin, up the Plover, on the Eauplaine, Eau Claire, Pine and Prairie Rivers, which have not been so much broached as yet.

A glance at the Map will show that on each side of the Wisconsin, at some 20 miles distance from it, are the heads of the streams; those on the East that rise in ranges 10 & 11, and fall into the Wolf River eastwardly, and into the Wisconsin, westwardly: and on the West those that rise in Ranges 1, 2 & 3, and fall into the Black river or the West, Yellow River on the South, and the Wisconsin on the East. These are never failing, clear spring brooks, and water every quarter section of the most choice hard-timbered lands.

The whole of this Upper Wisconsin country is without any considerable portion of broken or mountainous lands, being nearly a plane, just enough inclined to the Southward to draw off the waters of the streams in a quick current. As before observed, after leaving the Wisconsin, the banks of which are a sandy, light soil, heavier lands, of gravel and loam, are found. Hence the selections for farming purposes, are mostly made near the sources of the streams, as above described.

In further proof of the fine soil of this Upper Country, we give here a communication from a highly intelligent gentleman of

WAUSAU, descriptive of

MARATHON COUNTY.

MARATHON COUNTY is bounded on the North by the State Line; East by Oconto; South by Portage, West by Clark, Chippewa and La Pointe. organized February 9th, 1850. The County Seat is at Wausau: Area 6048 square miles. Its surface is gently undulating-sufficient to carry off the water, leaving no swamps but what are susceptible of the highest state of cultivation; and no inclinations so abrupt whose surface may not be turned with the farmer's plow and traversed

with his cart.

The Wisconsin River, one of the noblest of nature's streams, rises in the Northern part of the County, receiving its waters from a multitude of silvery lakes, and meanders in nearly a South course, through the center of the County into Portage, and empties its waters into the Mississippi, near Prairie du Chien. Its principal tributaries in the County, coming in on the East, are Prairie, Pine. Trapp and Eau Claire: on the West, Big Eau Plaine and These are large enough to float lumber and logs, and mills are located on each except Prairie. these, there are other tributaries of equal importance further North, one the Eagle River, on which is found the best pine in the State.

Along the immediate vicinity of the Rivers, the timber is various. There is found pine, hemlock, sugar-maple, spruce, oak, elm, birch, &c., embracing almost every variety that grows in the Western Country. Either wav from the Rivers, the hemlock generally disappears, and in many instances the pine, also, and a beautiful growth of hard wood covers the soil, such as sugar-maple, butternut,

walnut, oak, elm, &c.

The soil throughout the County, is of the finest quality for Agricultural purposes. Within two years, attention has been turned to this branch of business, and the yield and quality have exceeded the expectations of the farmer. In Towns 28, 29 and 30, Ranges 5, 6 and 7, the land is mostly entered by Germans, who are doing a good business by way of farming. Openings are being made throughout the County, and some farms with a hundred acres of improvements have sprung into existence.

The Lumbering business is carried on quite extensively. Within the County is annually manufactured about 62,000,000 feet: of which Wausau turns out about 20,000,000; Rib River 5,000,000; above Wausau,

10,000,000; Eau Claire, 15,000,000; Mosince (Little Bull) 6,000,000; Eauplaine 3,000,000, and Warren's Mill, 3,000,000.

The County at the present time is divided into three Towns: Wausau, Mosince and Eau Claire, The village of Wausau is the County Seat. It has a beautiful location on the Wisconsin River, and now contains between 700 and 800 inhabitants. It is fast building up, and unlike many western villages, the buildings are all good and substantial. As above stated, at this place is manufactured about twenty million feet of lumber: of this amount the mills of W. D. McIndoe cut about one half. tion to that, he has now ready a mill for manufacturing siding, shingles, pickets, lath, &c. Probably the best and safest water power in the State is found at Wausau, whole River may be used, and still be perfectly safe from ·high water.

At LITTLE BULL FALLS is a newly laid out village, and some fine buildings are now being built. This is the terminus of Steam Boat Navigation from Stevens Point. The Company have a Boat building, to run above the Falls to Wausau in connexion with the one from Stevens Point, which will be put on the River in the spring. A Road from Wausau to Portage County line will be completed about the 1st of July next, which will equal any of the best McAdamized Roads in the State.

In the County, is considerable Government Land yet to be had at seventy-five cents per acre, and one dollar and twenty-five per acre: though the entries for the past cight months have been extensive, and nearly all by actua-

settlers, and for farming purposes.

A peculiar characteristic of the County is its general healthfulness. The water is pure and soft the atmosphere clear, and the climate salubrious. No sudden changes from heat to cold, nor vice versa. Winter weather is steady: spring comes and takes complete possession, and winter yields without a struggle. No County holds out greater inducements to actual settlers than this, and none have greater prospects of becoming a great Agricultural County than Marathen.

April 2d, 1857.

Some of the most enterprising men in the State, located early near Big Bull Falls, who by their energy and capital, gave an impe-

tus to business there, and tended to develop the resources of the country, even sooner than was done farther down. Some of the heaviest lumbering establishments are in that region, and good farms were opened above Wausau many years since. These improvements have tended to draw attention that way; this time the neighborhood of Wausau is known as an important locale in Central Wisconsin, standing by itself, and having important commercial facilities and improvement policies of its own. As a business CENTER of a vast interior country of the State, it has projected thoroughfares, Rail Roads, &c., of its own, forming no dependencies on the lower part of this River. Within a few months, a most important scheme of the latter kind has been projected—a Rail Road from Lake Michigan at Sheboygan, via Appleton and New London, direct to Wansan, and thence North-westerly to an intersection of the Milwaukee and Horicon Rail Road to Superior City. Here also, it is supposed, will be an intersection of the Rail Road from Stevens Point to Ontonagon.

As the country settles, the vast territory of Marathon must be divided up into other Counties; probably eight or ten in number, with a population in a few years equal, or greater than that of as many now in any part

of the State.

PORTAGE COUNTY, by a late Act of the Legislature, setting off Wood County, on the South-west, is reduced to the Constitutional limit, containing now twenty-two townships.

It is thirty miles in length, North and South, and some twenty broad, East and West. The Southern and Eastern portions are mostly openings, and well settled; the Northern and North-western portions are mostly timbered; containing considerable quantities of choice Government lands still in market: in all the Counties on the Wisconsin, and near the river, there are good lands at the graduation price of SEVENTY-FIVE CENTS per acre yet remaining unsold.

There is scarcely a foot of waste land in all Portage County: the few marshes or swamps in it, are all susceptible of drainage, whereby they may be made the best of plow-lands.— Plover is the County Seat: Stevens Point the most populous village: but we shall speak of these more at length hereafter. This County is the most Central of the State; and in position, soil, climate, and commercial advantages, holds the first rank on the Upper Wisconsin.

Wood County has the same general remarks applicable, with the addition that its North-western portion lies on the head waters of several streams, as Mill Creek, Yellow River, and Black River, all of which rise from the most beautiful spring brooks, and water several townships of the most charming hard-timbered lands in all this region. They are rapidly being settled up with Bona fide farmers. Grand Rapids is the County Seat; and with its transcendant water power, and pushing population, is fast becoming a stirring, prosperous town.

It seems hardly necessary to speak of the HEALTH of this part of the State; that fact having passed into a proverb. But some observations will be required on temperature and our WINTERS. We shall not deny that we have a cold country, nor attempt to compare it with Southern Illinois or Missouri: yet as a general proposition, we are prepared to maintain that our climate, even in the depth of winter, is as agreeable in most respects, as that of the Southern Countries named. winters are fully inaugurated about the 10th to the 15th of November, and with slight interludes continue from 10th to 20th of March. During these sixteen weeks, the ground is generally covered with snow; with good sleighing, and steady cold weather; all of which are found much more conducive health, pleasure, business and the success of Agricultural pursuits, than the thaws and freezes, mud and snow, rains and sleets, which prevail one and two hundred miles further South. Our autums are bland, beautiful and mild through nearly all of October: Spring generally breaks upon us at once -the transit from winter to summer being The consequence is that the vegetable kingdom, whether wild or under the hand of the cultivator, changes the face of nature from the dearth of winter to the luxuriant growth of spring, much quicker than in more temperate Most of the fruits, and all the grains of the Northern and Middle States, thrive well here. A fair specimen of Dent Corn was raised in this village last year. Our two last winters have been unusually severe; but not more so for the latitude (44 ° 40 min. N.) than it has throughout the Continent. The Wisconsin usually breaks up, so that the raiting season begins in the month of March; and before the river men get below Pointe Bas, the forests are usually clothed with verdure.

Before proceeding to close our work with some brief account of the several Villages on the Upper Wisconsin, we had intended to attempt a view of the River in connexion, from its source to Fort Winnebago. Having already far exceeded the limits originally prescri-

bed, this sketch must be very short.

The Wisconsin has its principal source in Lac Vieux Desert; a sheet of water some fifty miles in diameter, lying on the State Line in Town 42 N. Range 11 E. This is its most easterly branch: it has many others further south and west, all rising in small lakes, with which this part of the State, and the upper part of Marathon County, abounds; and we suspect from all the information we can gather, that this "Thousand Lake District," of Northern Wisconsin, will in a few years attract more attention than any other portionmore than almost any part of any North western State. Abounding in extensive sugar groves, it is the old haunt—has been so for ages —of the Indians: emphatically their HOME, while the surrounding country, for hundreds of miles, was used only as a hunting ground.

But to the River: it flows over a sandy bottom, with a gentle current, in a volume

just sufficient for a small boat for some ninety miles, with the interruption of a few inconsiderable rapids, to Grand Father Bull Falls. where it meets with its first great interruption in a dam across its stream of trap rock. descent from LAC VIEUX DESERT to these falls. several important tributaries are received: on the East side, the first of note are Little Eagle and Meadow Rivers, and Mercy Creek: Eagle River falls in about thirty miles below the lake, and some fifty above Grand Father Bull. On account of the extensive Pine forests skirting its banks, it is a stream of much importance, already occupied and explored: though short, its depth is good, offering, facilities for floating out the immense Pines. will be a main point between Wausau and Lac Vieux Desert, and have a settlement the ensuing summer: some thirty miles farther down, on the same side, comes in Pelican River, of about the same size as the Eagle.— There is also Pine on this stream, but not equal in either quality or quantity to that on the Of the several streams coming in on the West side, we have not sufficient data to speak.

The first fall of any note is Grand Father Bull. The River has here cut down through the green-stone trap rock, a depth of a hundred feet: the fall is some 25 feet in all, affording an almost unrivalled water power. It is not yet improved. The land in the vicinity is much of it very fair for farming; a good share of Pine lands for lumbering. This fall is in Town 33 N. R. 7 E:—it will become a point

for business—a town site soon.

PRAIRIE RIVER, a considerable tributary from the east, comes in about 16 miles below these falls, and near what are known as Jenny Bull Falls. A description of this point will be found on another page by A. Warren, Jr., who commenced the first improvement there in 1847.

A few miles below Jenny Bull comes in PINE RIVER, a considerable stream from the east, on which a heavy lumbering business is done, and draining an excellent farming coun-

try, towards its head.

TRAP RIVER also falls in from the East, a few miles above Big Bull. The next descent brings us to Wausau, Big Bull Falls, in T. 29 N. R. 7 East. These falls are made by a range of granite about 30 feet high and crossing the river North-easterly and South-westerly. This is one of the most important points on the River—a fall of some fifteen feet in one fourth of a mile, creates an unsurpassed water power, already much improved. The place being pretty fully described by other hands under the head of Marathon County and Wausau, renders it unnecessary to say anything further here.

RIB RIVER, a beautiful stream from the West, enters the Wisconsin about two miles below Big Bull. With its tributary, Little Rib, it drains one of the finest sugar maple regions of first rate farming land in all this Land District. It is already being occupied with a hardy settlement of Germans from Pittsburgh. But they have apparently

only just entered onto the edge of the fine land lying further to the North-west. Just below the mouth of the Rib, and on the East side, enters the Big Eau Claire, a fine stream with heavy lumbering establishments on it, stretching its thousand arms far to the East interlacing its branches with those of the Embarrass which falls into the Wolf River; and watering an immense district of beautiful sugar and other hard timbered lands. Large quantities of these lie unentered as yet, affording rare inducements to settlers. Bull Junior, enters a mile and a half above LITTLE BULL FALLS; which place we arrive at about 13 miles below This is the ugliest Rapid on the Wausau. River for the Pilots: the fall is about 16 feet, all made through a narrow gorge in the rock, in a distance of a quarter of a mile with a bottomless eddy at the foot, which every raft essays infallibly to sound. This diving of the rafts renders the running always dangerous, & never attempted at very high water. Several men have been lost on this rapid. It makes one of the best water-powers on the River, improved with a fine mill, put up by Messrs. CATE & DESERT. Nothing will prevent this from becoming an important point. descriptions of Little Bull and Mosinee further on.] This being the head of steam boat navigation, we shall here take the Northerner to Stevens Point-distance 36 miles.

In smooth water, under steam and a strong current, we are descending the noble stream swiftly; we continue to note the various points:

At six miles distance, the BIG AUX PLAINES,

a fine stream, pours in from the West: there are fine mills upon it with a fair quantity of good pine; and its head waters have, as usual the excellent hard timbered lands which are found on all the heads of these tributaries of the Wisconsin. Just opposite, on the East, is WARRENSBURGH, with the splendid steam mill of A. Warren, Jr. Three miles further down, on the East side, is the large steam mills of Messrs. Long & Whitney, near the Knowlton House: A small stream puts in here affording good boomage for logs. Three miles further brings us to a remarkable ridge of high ground crossing the river, affording almost the only commodious place for crossing in high water, to be found between Little Bull and Pointe Bas-to-wit: DuBays Trading Post, now known as the new village of EAU-Here the Little Eau Claire on the East, and the Little Eaux Plaines on the West, bring their treasures tributary to the new village. A remarkable ridge of high, dry land lies above the last mentioned stream, on the west side, affording an almost natural road far into the interior, and broaching the great sugar tree district of farming lands; on the Little Eau Claire are fine mills and excellent timber: both pine and hard-wood. Twelve miles further, brings us to Stevens Point, passing A. Brawley's new steam mill and boom on the east side, a mile above the town. This is the lower terminus of Steamboat Navigation, just at the head of the Shaurette Rapids, being the uppermost of that great chain which reaches nearly to Pointe Bas, a distance of about

In the eddy just above the village sixty miles. all the rafts from above are accustomed to tie up and make a thorough fit out previous to entering on the great chain. This circumstance has contributed in a considerable degree to make the town of Stevens Point in the first place-the' other causes combine more recently to its maturity and growth. SHAURETTE RAPins break over a ledge of sand stone and granite, with a natural fall of 31 feet. A permanent dam is thrown across the River, forming an excellent water power, occupied at present by .Morrison's Lumbering Establishment .-The lumber passes over on a slide, midway of the Dam.

CONANT'S RAPIDS is two miles below Stevens Point; it offers a first class water power, occupied by the extensive Lumbering Establishment of Messrs. Dale, Carson & Robinson .-Just below these Rapids, comes in the beautiful Ployer River on the East. It is a never failing stream, fed from spring brooks of the purest water. The stream rises in Town 30. N. R. 11 E., and is 50 miles in length. On its head waters is found the very best of hard-timbered, well watered farming lands; while further down, it excells in the most choice Pine. It has three large lumbering establishments on it, producing great quantities annually. below the mouth of the Plover, and opposite the village of Springville, the Wisconsin takes an abrupt turn to the West, and shoots quite across Ranges 8, 7 & 6, into Range 5; taking in the mouth of Mill Creek in its course on the north side. This is a considerable stream ri

sing in Town 25 Range 3, among a numerous family of small tributaries of the Yellow River, the Black River, and the Little Aux Plaines. It has first rate agricultural lands at its head. and has furnished immense quantities of Pine. from its lower neighborhoods. We are now approaching the great chain of rapids which commence in the south part of T. 23, and continue, with slight abatements, quite to Pointe Biron's (formerly Bloomer's) are the first; here is a large mill: Grand Rapids is the principal one—it is some 4 miles in length with a fall in all of thirty feet. Here is a fine town growing up, and numerous mills, dams, wing dams, booms, &c. comprising the various and extensive lumbering establishments of the vicinity. They are the worst rapids, all things considered, on the whole RIver to pass lumber Eight men take a rapid piece at a time. and are from eight to ten minutes only, in descending the whole rapid of nearly a mile .--Between Grand Rapids and Point Bas, are several smaller ones-Grignon's Rapids-the Moccasin Rapids, which include the Whitney Rapids: In this distance of some eight miles are no less than eight mills, all in prosperous Two small streams enter on the east side, called Whitney Creek and Ten Mile Creek, at this distance below Grand Rapids. Samson Creek comes in on the West side, opposite the mouth of Whitney Creek.

Point Bas, 10 miles below Grand Rapids, is at the head of slack water, below the great chain of rapids above mentioned, and is called the head of navigation; several small Steam-Boats having ascended that high. the sand bars and shoal water have prevented this navigation, as yet, having assumed a practical character, though it is hoped and expected that future improvements will enable boats to reach the point without difficulty in all stages of water; in which case Point Bas will lay undoubted claims to one of the best Town Sites on the River. At present it has but a small population. Below this, for sixty miles to the Dells, the country assumes an entire different character from that above.— The River flows in a gentle current, without rapid or interruption, the banks moderately high and regular, through openings and sandy plains; some remarkable rocky elevations are observed on either side: Rocheecrit, an immense rocky elevation of several hundred feet, some 13 miles East of the River, in T. 18,R. 6, and Pe.ton-well, a similar rocky elevation near the River on the West side, in T. 16 Range 4;—the word having been corrupted from the Indian-Pe-ton-won (meaning a a QUIVER, from its fancied resemblance when seen at a distance, to one well filled with ararrows,) to Pe-ton-well; which means noth-These rocky, lone elevations, of which there are many others, come nearer to the river as we descend, seeming to be remains of an immense chain of rocky highlands which There unite, and cross the river at the Dells. are two of these, the Upper and Lower. The first is a rocky gorge of some hundred feet in width, through which the river has cut its bed for two miles, leaving promonitories on each

side, of several hundred feet in length. At the second, and most remarkable of the two, some 6 miles below the former, the river makes a frightful descent in surging rapids through a crooked, rocky chasm of 60 feet only in width for 6 miles, the water raging and foaming at an unknown depth, and dashing from rock to rock in indescribable fury and wildness.— This chasm appears literally to have been cut down by the waters through an immense admantine wall, three hundred feet in heighth! The mind is forced to contemplate this as a huge Broken DAM, which, before the chasm was made in it, must have completely arrested the noble River, and set it back in an immense Lake, 60 or 70 miles long, quite up to the foot of Grand Rapids. This idea is strengthened by the comparatively level and rather marshy character of the country between the two points, comprising a great part of Adams County. Through this terrific Thermopylæ all the lumber has to pass; and although dangerous in the extreme, it is done by the hardy pilot with the utmost sand froid. Between Point Bas and the Dells, two very heavy tributaries come in from the west: towit: Yellow River and the Lemonwier. former heads in Town 26, Ranges 1 & 2 W. in the great sugar districts: but a little further down, it has immense pine forests, and it annually sends out many millions to the markets below. The Lemonweir reaching its arms more than half way across to the Mississippi, and has a valley of most delicious farming lands, all fully occupied and settled .-

The same should be remarked of the lower part of Yellow River. In general it may be said of Adams County, that consisting mostly of warm openings and prairies, it early attracted immigration, and now ranks almost with the old Counties of the State, in population and character. In 1856 Juneau County, consisting of that part on the west side of the river, was set off from Adams. New Lisbon is the County Seat.

The foregoing, owing to want of room, is but a faint sketch of this River from its source to the Dells, and doubtless will be found faulty and inaccurate in some of the details, though generally correct in the greater outlines. We shall now close this little work with a description of a few of the more prominent villages.

Just below the Dells, we find Newport, on the west side, and Kilbourn City on the east. We clip the following description from the Wisconsin Mirror:

"KILBOURN CITY is located on the east bank of the Wisconsin River, at a point where the La Crosse and Milwankee Rail Road crosses the River-in the Town of Newport, Columbia Co., Wis. It was laid out by the Wisconsin River Hydraulic Company: platted last season; and the first sale of lots was made last August. A year ago last January, there was but one family on the plat .--Now there are over 30, besides those of Railroad handswith every prospect of a rapid increase during the coming spring and summer. About 500 lots have been soldnearly half of them for improvement. There are about 30 dwellings, which are generally neatly finished, costing from \$500 to \$3,000 each. Arrangements are going on for putting up an extensive steam saw mill, a furnace, sash, door and blind factory, shingle machine, &c.; with a pros pect of various other machinery during the coming season. There are two stores, one good tavern, a fine school house, which cost \$1,000, with various kinds of busiBEBBBBBBBBBB

ness: and other traders and mechanics will begin business as soon as suitable buildings can be prepared. The grading of the La Crosse and Milwaukee Railroad is already going on rapidly here, and there is no doubt but the Cars will be running to this point by the 1st of September next. The Railroad bridge contract has been let at prices which will amount in the aggregate to above \$70,000, to be completed the 1st of September next; and part of the timber is already on the spot for the structure. The Wisconsin River Hydraulic Company was chartered by the Legislature in 1855, with a joint stock capital of \$400,000; and with powers to construct a dam, wharves, booms, &c.; to improve water-power, and to buy, hold and sell real, personal and mixed estate. The Company have purchased \$300,000 worth of lands on both sides of the river; and and have platted Kilbourn City on a portion of such lands. They have expended several thousand dollars in surveying, clearing streets, building school houses, &c. and have expended five or six thousand directly on the dam :; and it is the intention of the company to complete the dam the coming season. The Town Site is one of the most beautiful in the State—many visitors declaring that it equals, and some that it excells Madison in this respect. Site is nearly level, but in the vicinity are bluffs, rocky banks, and a majestic river, clear brooks, rolling woodlands and prairies; combining the grand, the majestic and beautiful-in fact all that variety of natural scenery that goes to make up the perfect landscape. Being on high ground, with no dead marshes or stagnant pools in its vicinity, with an atmosphere pure and exilerating, no more healthful location can be found in the West."

Ascending from the Dells, we find Quincy, the seat of justice of Adams County, situate in Sec. 12, T. 16, N. R. 4 E., on the east bank of the River. It was formerly known as Kingsbury's Ferry. It has a pleasant location; there are at least 200 inhabitants. Two miles above Quincy, on the west side, is Germantown, just at the mouth of Yellow River.—The population we are unable to give. Three miles west of the Pe-ton-won rock, on Yellow River, is a thrifty little village just spring-

ing up, called NECEDAH: it is the depot of the lumbering business on Yellow River, and the place of trade for a large area of surrounding country. The Plover HERALD says:

"The country around Necedah is generally openings, with here and there small prairies; the soil is as good as any north of Portage City. The principal business on the River is lumbering; there is pine timber enough on Yellow River to keep up lumbering there for the next fifty years. The waters of the Yellow River drain the heaviest pine districts in the valley of the Wisconsin, and this alone will bring onto the River an immense amount of business annually, independent of every other local advantage it may possess: but this is not all; there are immense bodies of bog iron ore in the neighborhood of the River, particularly around Necedah. Taken altogether, the lumbering, agricultural, commercial and mineral resources, Yellow River is one of the most important tributaries of the Wisconsin."

From this, ascending the River, there is no village of note, till we come to Frenchtown—Grignon's old Mills, on the west side, just below Grand Rapids. Here is quite a little hamlet; mostly French Canadians, engaged in shingle making, comprizing a population of of some 300. The mills are owned by Edwards & Clinton. The point is a good one for business, and will increase in population. Next comes

GRAND RAPIDS,

The Seat of Justice of Wood County, which is located on Secs. 8 & 17, T. 22, N. of R. 6 E., is the oldest town on the river, and has a population of about 1000. It contains, according to an accurate census just taken, 187 buildings of all kinds; of which 88 are dwellings, 46 outbuildings, and 27 shingle shanties. There are some 30 buildings observed in process of erection. There is a Church belonging to the Roman Catholics, and a Free Church is to be built the coming season. There are two school houses with another in contemplation: a select school has been in operation during the past winter. The place con-

tains 12 stores, viz: 1 drug store, 6 variety stores, and 5 grocery and provision stores: 5 taverns, 2 saloons, 2 law offices, 4 justices offices, 3 black smith shops, 2 carpenter shops, 2 shoe shops, 1 wagon-maker's shop, 2 tailors, 1 cabinet-maker, 1 bakery, 2 lawyers and two physicians. There are three saw-mills, running 9 saws, and cutting an an aggregate of four and a half millons of lumber per an-Below this village, and above Point Bas, are four other mills, with seven saws, cutting about seven and a half millions per annum. In addition to these, there are 6 steam mills in the neighborhood, depending on Grand Rapids for supplies, which produce nearly seven millions Three miles above Grand Rapids, is the extensive lumbering establishment of Francis Biron, which makes some three millions a year.

The amount of Lumber rafted into the river between Biron's Mill and Point Bas, is variously estimated at from 21 to 25,000,000 feet. There are also immense quanties of shingles manufactured here every year, probably not less than 42,000,000, between Biron's and Point Bas. Some of these are carried down the river on rafts, but the majority of them are placed upon boats built on purpose, and thus run to market, Some of these boats are 70 to 100 feet long. In addition to the immense lumbering interests which have been mainly instrumental in building up a town at this point, it may be added that a large district of farming lands exisit, both east and west of it, which is rapidly being settled. The Milwaukee and Horicon Rail Road Company have it in contemplation to run a branch of their Road to Grand Rapids, and there connecting with the Manitowoc and Mississippi R. R. large amount of stock has been subscribed by the citzens The Madison, Portage City and Lake of Grand Rapids. Superior Rail Road, will also make this a point in its route. There is a deposit of the best of Iron Ore, occupying some three sections of land, including the village Plat and adjacent lands. The above is communicated by an old resident of the village, and may be regarded as reliable.

PLOVER,

The Seat of Justice for Portage County, is among the first of the villages settled on the Upper Wisconsin. The Plat was laid off in 1846. It is on the East side of the Wisconsin, in Sec. 9 of Town 22 North, in Range 8 E. The Plat is level, beautiful, in viting to the eye, and tastefully laid

Many natural advantages unite in making it a most Besides its advantages desirable place for a residence. for trade, and its having the County Scat, it is sustained by a most choice district of farming country immediately bordering the plat on the east and south, which is in a good state of cultivation and improvement. The village contains 112 buildings, 70 of which are used as dwellings; many families also live in the upper stories of stores, work shops, &c., it being impossible to rent dwellings of any kind. There are 5 stores, 2 taverns, 1 printing office (the Plover HERALD) 1 shoe shop, 1 wagon do, 2 black-smith's do, 1 gun-smith, 2 saloons, a post-office, County Register's Office, a Court House, a jail, a town Hall, and School It is in contemplation to build a church the pres-There are five Lawyers, 2 Physicians, and 2 ent season. The whole population is estimated at 500, Clergymen. not including the adjacent village of Springville, spoken The Milwaukee and Horicon Rail of separately below. Road will pass through Plover, and the Grand Rapids Branch will diverge from the main trunk at this place, which will of itself make it a place of business. new buildings are already in progress this summer; town lots are rising in price, and the indications are in favor of its rapid, permanent growth and prosperity.

The following is communicated especially for this work, in regard to

SPRINGVILLE.

This place is situated on the lowest eastern bend of the Wisconsin River on Secs. 15 and 16 T. 23 R. 8 East. The Little Plover, which empties into the river at this place, passes through the village, affording two excellent water powers, both of which are occupied by mills. point the first grist mill north and west of the Fox River, was crected in the fall of 1850; although at that time there was but little grain raised within a circuit of 60 miles, but owing to the rapid development of the agricultural resources of the surrounding country, it has become necessary to rebuild, which the Messrs. Mitchell have done the past season, and they have now in complete condition an elegant and substantial mill of 2 run of Burr stones, constructed in the most approved style with all the modern improvements, capable of grinding 1000 bushels of wheat Situated as this place is, being the point at which the Milwankee & Horicon R. R. strikes the

Wisconsin river, surrounded by abundant water power, and being in the heart of a portion of the very best farming country in the State, it presents one of the most inviting localities for the mechanic and others who desire a healthy, pleasant and central location. The village, in addition to the grist and saw mills, contains 1 store, 1 tavern, 1 black-smith shop, and some 12 dwellings. It is at this point that the Point Bas and Wausau Rail Road branches off from the Milwaukee and Horicon Rail Road. It is also the point at which the Sheboygan and Mississippi rail road will cross the Wisconsin river There are other rail roads now in process of construction, which from its location, must pass through this place.

JORDAN,

Is the name of a new village on the Plover River, which has sprung into existence within the past 18 or 20 months: It is located on section 12 town 24, range 8 east, and consists at present of some 40 buildings, of which 23 are dwellings. The rest are out-buildings, as barns, mills, &c. Population 165. There is a grocery store, black-smith Several buildings are now in shop and match-factory. process of erection. Here also is located the extensive saw mill of the Wisconsin Lumber Company, one of the largest if not the largest lumber manufacturing company Their water power is sufficient to drive in the pinery. all their machinery at once, which consists of 43 upright and 2 circular saws, a lath mill, and a grist mill for grinding feed &c. It is proper to state that 40 of these saws are in gang and 2 in muley frames. The amount of lumber manufactured at this mill per annum is 5,000,000 feet.

They also saw 45,000 bunches of lath per annum, or its equivalent in pickets. The Company employ from 100 to 150 men the year round. The logs to supply the mill are cut from 9 to 15 miles above, and the supply of pine timber is said to be almost inexaustible, extending up the river for many miles, and for some distance on either side. There are two good water powers within a distance of 1/4 of a mile above the present mills, which are as yet unoccupied, and which render the facilities of the place for manufacturing, equal to any in the county. There are three roads leading into the village, which is surrounded on all sides by good farming land. On the opposite side of the river from the Wisconsin Lumber Co., is the mill of Hugh McGreer, which, although an old mill, does good busin ess, cutting from 1 to 2 million feet per annum.

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EAUPLAINE.

DUBAY'S old Trading Post, 15 miles above Stevens Point, is a town in prospect, rather than as yet existing. The Indian traders seidom erred in regard to important points in their location of posts in the wilderness. This place is not an exception to the general rule. It is about the only good crossing place on the Wisconsin for many miles. It has a firm ridge for a road leading out both to the East and West. A Plat has just been laid off here, including Wylie's at the lower landing—a principal street leads quite across a bend of the river from Dubay's old buildings to Wylie's below. The site is beautiful and attracting much attention. A Ferry has been established here, and the place is a candidate for Rail Road crossing. It will be a town soon.

KNOWLTON.

Is situated on the N. W. half of Section 28, Town 26 of Range 7: contains 16 buildings, including the Knowlton House, kept by J. X. Brands, and the steam mill of Messrs. Long & Whitney. The mill contains two upright and 1 circular saws, and cuts 2,000,000 feet of lumber per annum. Half a million shingles are annually made in the vicinity.

WARRENSBURGH.

This new place is situated on the Wisconsin River in T. 26 N. R. 7 E., sixteen miles north of Stevens Point. It was commenced in Oct. 1854 by A. Warren, Jr., whose name it bears. Mr. Warren purchased a large tract of land of Government in 1854, and during that and the following year, built the extensive steam saw mills situated here.—The surrounding country is fertile and abundantly wooded and watered. A daily line of steamers plying between Stevens Point and Little Bull Falls, lands in passing.

Opposite, the Big Aux Plain empties its waters, a very considerable stream, upon which there are two mills and quite a numerous settlement. Warrensburg is their steam-

boat landing. The place will attract settlers.

MOSINEE;

The steam-boat landing on the west side of the Wisconsin at Little Bull Falls. It is on Sections 30 & 31, T. 27 NR. 7 East. The heavy lumbering establishment of Messra CATE & DESSERT, making some five and a half or six millions feet per annum, are at this place. It is one of the very best water powers on the whole Ri ver:—town a

site has been laid off; the village contains about 40 buildings. A commodious Hall is nearly completed. This village, it is believed, will be the outlet for the trade of Rib River country, in which a heavy German settlement is forming around the new village of Marathon City on that The Little Bull Falls improvement and steam navigation Company, are improving what is known as "Bull Calf Slough," to render the running of lumber less dangerous in high water. The Company caused the erection, last season, of a substadtial bridge over that portion of the main stream known as "the Jaws," where the river is contracted within the limits of 60 feet, and constructed a road, bridges, &c., over the Island, and the sloughs to the western bank of the river. On the east side of the river, Messrs. Blair, Walton & Phillips have laid off some village lots, built a Hotel, school house, &c., and named their plat Fall City There is also a Store just opened here. Doubtless a town will eventually grow up.

Two miles above is the saw mill of T. Keeler, which cuts on an average one million two hundred thousand feet of lumber per annum. Surrounding his Mill are some 12 or

15 buildings, and some 8 or 10 families:

MARATHON CITY.

Is a new German settlement and village on Rib River, some 10 or 12 miles west of Wausau, laid out at a fine water fall, and in the midst of one of the most inviting sections of timbered farming lands in all Wisconsin. Many families are already there, and others going in quite rapidly,

WAUSAU.

Little need be added in regard to this village to what was given on pages 21 and 22 in the article on Marathon County, to which the reader is requested to refer. Since that was written, the place has had many accessions. Besides Lawyers, Physicians, Clergymen, &c., a live newspaper—the Central Wisconsin, has been established there: an Episcopal and a Methodist Church are soon to be built. It was on the very verge of frontier settlement. It is no longer so—emigration having long since passed far beyond it. It will shortly have such a population above and to the north-ward of it, as will give it indeed a central position. Considering its valuable water power, lumbering and agricultural resources, and its healthy location nearly in the State Center, Wausau may be regarded as one of the most important points in Central Wisconsin.

JENNY BULL FALLS,

These Falls are situated on the Wisconsin, in Town 31 Range 6 east, twenty miles above Wausau. first permanent settlement of this place was made in September 1847 by A. Warren, Jr., who began by throwing a very permanent dam across the river, from high bank to high bank, five hundred feet long and nine feet high. this means the Rapids were backed out, and a very extensive water power created. Mr. Warren also creeted one of the most extensive lumbering establishments, here in 1847 and '48, to be found on the river, and made other improvements, which were the beginnings of a place of considerable importance, even at that early day, and now enlarged by additional settlements as the tide of population sets north. This is a natural point on the river, and from its position, must continue to increase in interest as the country settles. The large tracts of pine lands skirting the streams about it, make the extensive mills here productive property, while the excellent farming lands on all sides invite agriculture. Jenny Bull will be the most important town immediately north of Wausau.

STEVENS POINT.

This is five miles North of Plover, in Portage County, on the east bank of the Wisconsin. It is the largest town on the Upper wisconsin, and the principal place of resort and No one at the beginning had a suspicion that there was to be a town here; it has come to its present size in the "natural way," without force or artifice of any kind,-It is made by its location at the foot of a long slack-water in the Wisconsin, from Little Bull, and at the head of the great chain of the Conant Rapids. Some 12 years ago, a lumberman, George Stevens, urging his way up the river with a load of goods for Big Bull Falls, stopped his ox wagon and load near the slough, at the foot of (what is now) Main street, put his goods under a few boards, and went back to Portage City for another wagon load. A day or two after his return, he put his goods into a dug out, and went up the river. This point thus became a landing and place for trans-shipment from wagons to boats, and was soon known as Steven's Point. A ware-house was then found necessary, and the increased resort soon ealled for a tav-The rafts in their downward course found it a proper place to make complete out fits for entering the great chain Provinions, cable, and other articles were of rapids.

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required, which soon produced stores of different kinds at the place. Thus matters went on for a year or two, when the owners of the ground were forced to lay off a few lots for building purposes. This decided its fate, and made it a village before either the lot owners or the settlers were aware of the fact. Its progress has been steady, and its growth commensurate with the legitimate demands of business, and that only. From a census carefully taken a few days since, the population is now put down at a fraction short of two thousand, and rapidly increasing. There are 500 buildings of all kinds, and nearly 100 new buildings in process of erection: 270 are dwellings; -stores of various kinds, 23, as follows: 9 dry goods, 7 exclusively grocery and provision, 2 hardware and tin stores, 2 clothing stores, and Merchant Tailors, 3 variety and fancy There are six regular Hotels, and several board goods. ing houses, 10 saloons, 1 meat market, 1 bakery, 1 brewery. 1 steam and one water saw mill-5 saws, 1 lath and picket mill, 1 grist mill, 1 planing mill, 7 carpenter's shops and 2 dry kilns-1 lath factory, 2 wagon shops, 4 blacksmithsshops, 5 shoe shops, 3 cabinet and furniture shops; 2 paint shops, 1 harness maker's shop, 2 watch maker's, 2 millinery stores, 1 dress maker's, 2 banks, 3 school houses, one high school, 2 churches completed, and 2 building, 1 newspaper and printing office, 2 law and land agency offices, 6 physicians, 5 lawyers, 1 surgeon dentist, 2 Daguerrean, 1 livery stable, 3 music teachers, 4 surveyors, 4 Ministers, 2 stage offices, 1 Railroad office, 1 post office one U.S. Land Office. The Old School Presbyterian Church, Congregational, Methodist, Episcopal and Roman Catholic, The Old School Presbyterian Church, Con-Churches, all have organizations here: -the Episcopal and Congregational have edifices completed. There is an academy in progress; and beside the District school, there is a Parochial school attached to the Episcopal Church, and a Young lady's Seminary—the Northern Institute, in complete operation under competent instructors. The plat is commodiously laid out, on a level sandy plain, some 10 feet above the river, affording beautiful building sites. with dry cellars: good stone are found near at hand, suitable for building. Pure water abounds some 12 to 15 feet below the surface. The place is proverbial for health.— Five stage routes terminate here: - one from Weyauwega, one from Berlin, one from Portage City, one from Grand Rapids, and one from Wausau The three first are daily lines carrying the U.S. mails, the two last tri-weekly

also carrying the mails. The wagon roads are excellent. The Steamer Northerner, at present runs daily from its dock at the foot of Main Street, to Mosinee; (Little Eull Rail Roads are pro-Falls) 30 miles above Stevens Point. jected and building from the South and East-one from Green Bay—one from Menasha, one from Portage City: But that from Milwaukee, via Berlin, the—Milwaukee; Horicon, Stevens Point and Superior City Road, is the main one, on which we depend for the first connexion with the southern and eastern world. The citizens of Stevens Point have evinced their confidence in it, by subscribing and paying some \$500,000 to its stock. are now running twice a day from Milwaukee to Ripon: -the track will be finished to Berlin in July next, and the contract for building the Road from that place to Stevens Point, is already let, by which it is confidently expected the cars will be into this village in the fall of 1858. road will thereafter be continued north, and west, probably to Wausau, and thence to Ontonagon and Superior The excellent water communication of the Wolf and Fox Rivers, is only 40 miles from us, the boats daily By this route, as touching at Gills Landing on the Wolf. yet, a great share of our heavy merchandise is brought in. the wagon road being one of the best in the State. communication is quick and certain: Milwaukee and Chicago newspapers reach us in one day after publication, and letters from New York in four days. Goods are brought from the latter City without delay or damage for \$1,25 per hundred pounds.

Such is an imperfect sketch of the "Upper Wisconsin" country, and some of its more prominent villages. Doubtless there will be found inaccuracies, and we have been much disappointed at not having been furnished with Enough is givmore detailed statistics from the towns. en, however, to show the reader that we have in this part' of the State the elements of wealth and happiness equal to that of any part of the West: an immense area inviting enterprise and capital to occupy and improve it, re-Portions of the public lands as high as mains unsettled. Stevens Point, and some of the lots in the several villages are taken up. But millions of acres of farming and lands, and thousands of fine town lots are waiting for purchasers, at prices merely nominal, whether desired for investment, or the more important purposes of making homes-

resting places for life.

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Judge of the 7th Judicial Circuit.

HOV. GEORGE

Stevens Point Land Office.

RAMERAWLEY. ALBERT G. ELLIS. Register. Receiver.



CORRECTION.—On page 7th, it is stated that a Mr Perkins built the first saw-mill in Wisconsin, on the Menomonee River in 1822. This is erroneous—the first mill was built by John Shaw, on Black River in 1819.

The remaining pages of this work will be devoted to CARDS and ADVERTISEMENTS of our business men, and we hope they will be READ by those into whose hands this little volume may fall, as going to show in addition to the lumbering business, some of the several professions, arts, and pursuits of the inhabitants of the country. In doing so, we respectfully call attention to the NEWSPAPER, BOOK and JOB OFFICE of the WISCONSIN PINERY, at which this work is published. The Newspaper is the oldest in this Upper Country, having been established in January 1853, and continued uninterruptedly through four volumes, and now on its fifth.-It has been the aim of the publishers, primarily, to bring into merited notice the country, the inhabitants and their pursuits: in doing so, the village of Stevens Point has had a prominence; while other localities have not been overlooked. The paper is permanently established ;--subscribers to it, whether at home or abroad. can rely on its regular issues, and on finding in it current details of all matters of local and general interest.

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