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FIRST EDITION--FIFTH THOUSAND.



Splendid Fast-sailing Sea-built, low-pressure Steamers leave
Cleveland for the City of Superior. Stages tri-weekly
to Saint Paul, Minnesota.

CITY OF SUPERIOR, LAKE SUPERIOR

ITS POSITION, HARBOR,
STAGE ROADS, RAIL ROADS,
NORTHERN PACIFIC RAIL ROAD,
STEAMBOATS, OCEAN COMMERCE,
LUMBER, FUR TRADE,
FISHERIES, CLIMATE,
AGRICULTURAL RESOURCES,
U. S. AGRICULTURAL DIPLOMA,
U. S. PUBLIC LANDS, &c., &c.

MAY 1, 1859.

SUPERIOR, DOUGLAS COUNTY, WISCONSIN, 
AND
PHILADELPHIA, PA.

Copy-right Secured April 1st, 1859.

For Sale by T. B. Peterson & Bros., Philadelphia. Price 10 Cents.

U. S. PUBLIC LANDS. 1,500,000 ACRES.

A proclamation has recently been signed by the President of the United States, bringing into market, in May, 1859, about ONE MILLION AND A-HALF ACRES of land. Very little of these lands has heretofore been subject to entry. Among them is some of the choicest pine and mineral lands in the world, besides most excellent farming land. The minimum price is \$1 25 per acre—those lying within the railroad limits, will be sold at \$2 50 per acre. Parties desiring to locate, and unable to attend the land sale in person, can procure the location of warrants through correspondents at Superior. These lands are near Lake Superior, and about the same distance by water from New York and Europe, as the Illinois lands of the Illinois Central Railroad Co., which are sold at from \$15 to \$30 per acre. The wheat, vegetables, &c., raised around the City of Superior, were awarded a Diploma at the late U. S. Agricultural exhibition, and are vastly superior to the Illinois or Kansas crops. Timber being scarce in Illinois, it costs about \$400 to fence in 60 acres of prairie lands, and is very expensive breaking the soil. (See the Illinois Central Railroad Co.'s pamphlets.) Therefore it follows, that it costs more to raise a bushel of grain, etc., in Illinois, Kansas and Nebraska, than on Lake Superior. In Illinois, from the high price of land and transportation, and in Kansas, from the rate of transportation alone to market. Every one knows that reshipment, railroad charges, &c., from Kansas to Chicago and New York, are enormous, while freight from Superior may be landed at New York, via the Erie Canal, or at Liverpool, without reshipment! The Illinois farmer who pays \$15 and \$30 per acre for his prairie farm without timber, has to compete with the Lake Superior farmer, who has plenty of choice timber, and who pays the United States but one dollar and a quarter an acre. The distance by water navigation being about the same, to say nothing in comparison of the pure northern atmosphere of Lake Superior, and the keen winds, fever, ague, etc. of Illinois, Kansas and other prairie States.

General Ward B. Burnett reports that much of the land in Kansas and Nebraska is entirely worthless. As U. S. Surveyor General, he has visited and personally examined the country.

JAMES S. RITCHIE,
Attorney-at-Law, Commissioner for Pennsylvania, &c.

SUPERIOR, WISCONSIN.

Although always ready to answer inquiries relating to the Superior Country, yet my correspondence having increased so much of late, that I must request, in future, every one desiring information, to enclose a postage stamp, if he expects an answer.

SUPERIOR HOUSE,

CITY OF SUPERIOR,

CORNER OF HOLLINGSHEAD AVENUE AND SECOND STREET,

Will be re-opened May 1st, 1859, newly furnished, etc. Is a First class Hotel, kept in New York style. Every attention given to the comfort of guests. Pleasure Yachts and teams for the accommodation of visitors, etc. Stages Leave for St. Paul.



GRAND PLEASURE ROUTE!

One change of Cars between Philadelphia, via. Pennsylvania Central Railroad to the City of Superior. At Cleveland, Ohio, embark on splendid sea-built Steamers, with elegant state-rooms, band of music, &c., passing through Lakes Erie and St. Clair, Detroit River, Lake Huron, the St. Mary's River and its thousand isles, the great Ship Canal, thence into Lake Superior, and the voyage terminates at the City of Superior.

Stages tri-weekly from Superior House to St. Paul, Falls of St. Anthony, Pembina, Red River of the North, &c. Cars from Philadelphia, via. Cleveland, City of Superior, St. Paul, and return, \$75. Time for the round trip, 10 days.

ET EX SUPERIOR, LAKE SUPERIOR.

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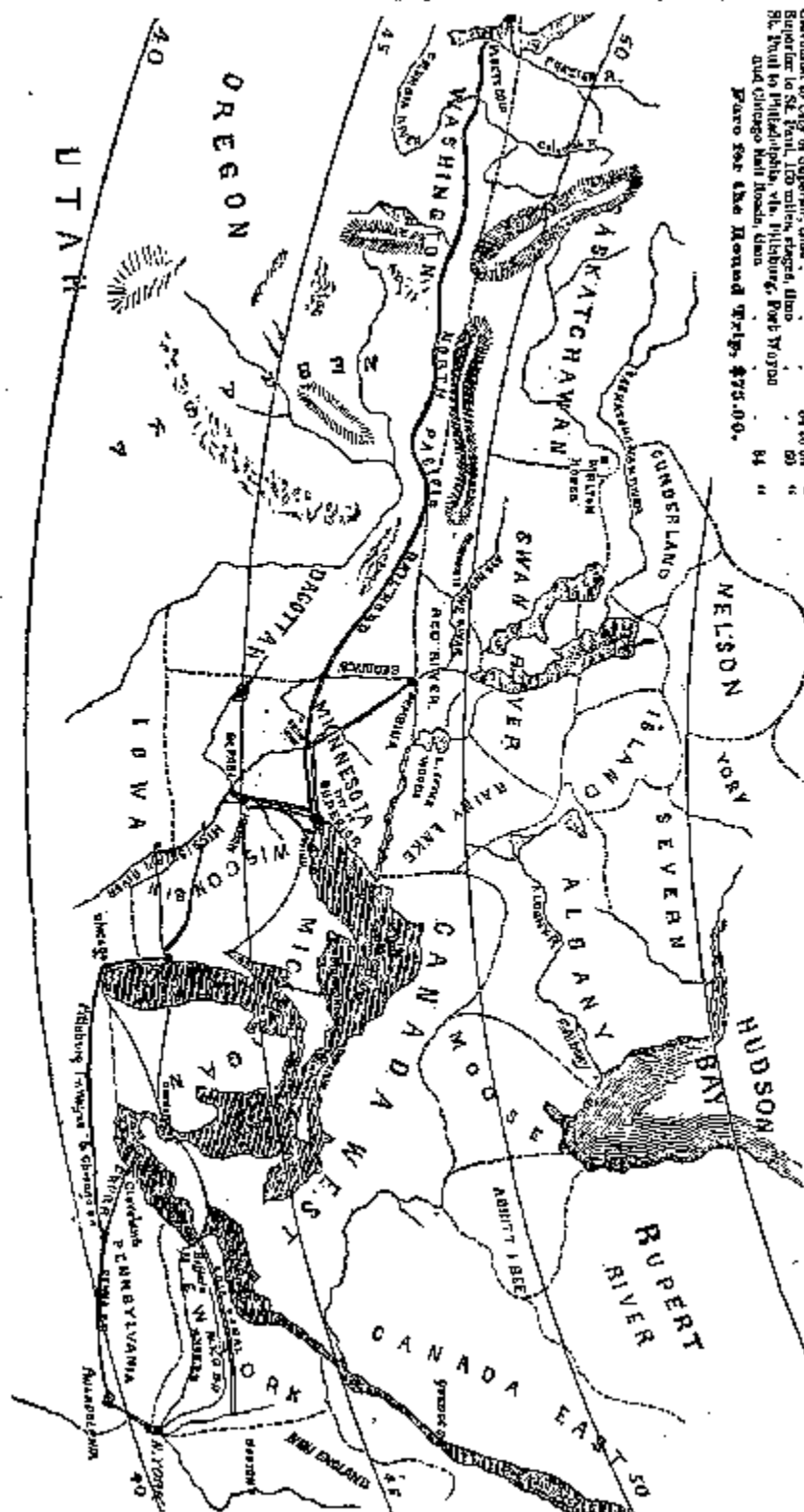
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FOR THE UNITED STATES DEPARTMENT OF JUSTICE



INTRODUCTION.

At the request of many residents of the City of Superior, who believe that the advantages afforded by this place, and surrounding region, are very insufficiently known to those desirous of emigrating to the West, I have prepared, from my own observations, the following pages, describing our position, climate, soil, agricultural resources, fisheries, exports, etc., for gratuitous distribution throughout the Union. Were the fact fully understood that an immense amount of the very best government land, as near New York or Europe by water as land to Illinois, is still unentered here at \$1 25 per acre, there can hardly fail to be thousands pouring in to take possession of it. Moreover, the anticipated completion of the new stage road from the City of Superior to the Mississippi, should be announced in time to direct the tide of pleasure travel to Lake Superior, and via. this new road to St. Paul, thence homeward—the greatest pleasure tour in the United States. The testimony of an eminent railroad engineer, and others, of intelligent farmers, and my receiving a special U. S. Agricultural Diploma, &c., for specimens of vegetables and crops raised in and near Superior, is also presented. I desire to acknowledge the information and favors received from Captains B. F. Sweet, of the steamboat *North Star*, and J. E. Turner, of the *Iron City*, Messrs. Clewell & Elwell, editors "*Hudson North Star*," Geo. R. Stunts and Thomas Clark 2d, of Superior. The picture of Superior from Messrs. James Flint & J. W. Rucker. Also, the agricultural information, specimens and favors received from Messrs. Wm. E. Slayton, F. H. Chasseaur, J. T. Smith, J. W. Hacker, James and John Wright, J. Shaw, Wm. Mann, Dennis Deau, John Grant, O. W. Rice, E. H. Bly, Major Murphy, Dr. J. P. W. Neill, Hon. M. W. McCracken, Rev. J. M. Barnett, and others, of Superior; E. F. Ely, of Oneota, Min.; D. H. Carrier, of Burlington, Min.; Messrs. Speaker & Coburn, of the Brule river; Judge McClaud, Rev. Mr. McKee, Messrs. McAbay, Day, Nourse, T. Patterson and Holden, of Bayfield, Wis.; Benj. Armstrong, of Oak Island; T. Burke, of Red Cliffe, Wis.; Professor Daniels, State Geologist, of Wisconsin; D. C. Powers, Esq., President Wisconsin State Agricultural Society; Gen. Tilghman, President U. S. Agricultural Society; D. J. Brown, Esq., U. S. Patent Office; Wm. E. Addicks, Esq., President Philadelphia Franklin Institute; Messrs. J. McGowan, A. T. Newbold, A. L. Kennedy, T. P. James, M. D., David Landreth, Paschal Morris, and Samuel Emilen, of the Pennsylvania Agricultural Society, and Lyman Blodgett, Esq., Author of the work on Climatology. I am also greatly indebted to the press of Wisconsin, Lake Superior, St. Paul, Detroit, Cleveland, Harrisburg, Philadelphia, and Washington, D. C. That this publication is free from errors can hardly be expected; I can only say that I have earnestly endeavored to make it so.

JAMES S. RITCHIE.

Superior and Philadelphia, March 1st, 1859.

LAKE SUPERIOR.

The Mediterranean Sea of America, is the largest body of fresh water known, and is remarkable not only for its magnitude, but also from the picturesque scenery of its borders, and the interest and value attached to its geological features. "This great lake is comprised between the 46th and 49th degrees of north latitude, and the 84th and 92d degrees of longitude, west of Greenwich. Its greatest length is 400 miles; its width in the middle is 160 miles, and its mean depth has been estimated at 900 fathoms. Its surface is about 600 feet above the level of the Atlantic ocean, and its bottom is 300 feet below the level of the sea."

The rapid settlement of the States on its borders, and the completion of the ship canal at the Falls of the St. Mary's River, have awakened attention to these hitherto neglected and almost unknown regions. A glance at the map of North America, is all that is necessary to satisfy any reflecting mind of the important position occupied by Lake Superior, and the influence it is soon destined to exercise on the commercial affairs of this continent. In a few years, when the contemplated Northern Pacific and other land-grant railroads are completed, it will become the principal avenue of intercourse between the Eastern and North-Western portions of our extended country, and of its interior commerce with Europe and Asia. Had it been predicted that these almost boundless wilds should at this day be the dwelling-place of thousands of freemen, and that Lake Superior should be traversed weekly by lines of steamboats, it would have been deemed beyond measure extravagant; yet all this is sober

reality, and at present, the onward march of this great region, in population, wealth and resources, is more rapid than at any former period.

Those living on the Atlantic seaboard are apt to overlook the extraordinary growth of the commerce of our great lakes. It is true that the sails of American vessels whiten every sea, but it is equally true, that the trade of these inland seas has more than doubled the entire foreign commerce of the country! Fifty years ago, there was scarcely a craft on these waters larger than an Indian canoe—now, the tonnage of the side-wheel steamers alone is 73,600 tons! In 1841, the gross amount of lake trade, independent of the value of property constantly changing hands, the costs of vessels, and the profits of the passenger trade, amounted to \$65,000,000; in 1845, \$125,000,000; in 1851, it had increased to more than \$240,000,000. In 1856, the commerce of Lake Michigan alone exceeded \$375,000,000, and the entire commerce of the lakes for the same year, was \$608,310,000. The whole of this aggregate, with the exception of \$42,260,000, came through the following ports:

Buffalo,	\$303,033,000	Detroit,	\$140,000,000	Sandusky,	\$59,956,000
Chicago,	223,808,000	Milwaukee,	35,000,000	Orwego,	142,235,000
Cleveland,	152,135,000	Manitowish,	24,000,000		

The tonnage entered and cleared at the lake ports in 1856, was:

	ENTERED.		CLEARED.	
	Steam.	Sail.	Steam.	Sail.
American,	1,434,778	454,822	1,432,548	439,863
Foreign,	397,357	174,819	398,702	166,610
Total,	1,832,135	629,641	1,831,250	606,473

The probability is, at the present rate of increase, the lake commerce in 1870 will reach the enormous amount of \$1,000,000,000.

It was stated in the report to Congress, February 25, 1859, "That 1600 vessels navigated the north-western lakes, whose aggregate burthen was over 400,000 tons; they were manned by over 13,000 seamen, navigating over 5,000 miles of lake and river coast, and transporting over \$600,000,000 of exports and imports, being greater than the exports and imports of the United States."

ST. MARY'S FALLS SHIP CANAL.

In 1855, the St. Mary's Falls Ship Canal—Saut St. Marie—was completed, and is superior to anything of its kind on this continent. Its locks are the largest in the world, and it has opened to the lower lakes a navigation of fully one thousand miles. OCEAN VESSELS MAY NOW BE WATERBORNE NEARLY HALFWAY ACROSS THIS CONTINENT. The summer tour of travellers is now extended to a cruise around Lake Superior, and from the City of Superior to St. Paul, and down the Mississippi River.* A large amount of furs, etc., are yearly brought from the regions towards Hudson's Bay to Superior for shipment to New York and Europe. The splendid side-wheel steamboat North Star, (1050 tons burthen,) made from April 27th up to November 23d, 1858, nineteen round trips of 2100 miles each, including stoppages, from Cleveland, Ohio, to the City of Superior and return, equal to about 40,000 miles of inland navigation. What ocean steamer can equal this? The North Star made one round trip in July 1858, in the space of 120 hours running time. This was from Cleveland to the City of Superior, and back to Detroit. During that time, she ran about 1860 miles, averaging 15½ miles an hour. The time spent at the docks, landing freight, and in lying to for fog, is not included in this estimate. During the trip, the wheels made 111,206 revolutions, as registered by the indicator.

The following shows the estimated amount of freight for the past three years, which passed through the St. Mary's Falls Ship Canal. The total value of up freight for the year 1856-6, was \$4,425,700.

Down Freight.	1855.	1856.	1857.
Copper, tons,	3,198½	5,725½	5,750½
Iron ore,	1,447	11,237	26,184½
Estimated value including iron blooms, for 1856-6,	-	-	2,875,000
do do do do do do 1857,	-	-	3,045,775
			5,890,805

* A description of this tour will be found p. 274, of the 8d. edition of the Guide Book on Wisconsin Lake Superior.

The number of passengers passing through the canal, in 1855, was 4270; in 1856, 4674, and in 1857, 6850.

The capacity of the American lakes for internal navigation, is shown in the following table:

	Length, miles.	Breadth.	Depth, feet.	Elevation over sea.	Area, sq. miles.
Superior,	400	120	900	600	82,000
Michigan,	320	70	600	573	21,200
Huron,	270	145	900	573	13,750
St. Clair,	26	18	20	570	300
Erie,	250	46	80	504	9,300
Ontario,	120	40	500	234	7,300
St. Lawrence R.	700				
	2,150				89,550

The Canadian Government has completed five canals, with a uniform depth of ten feet; locks, 200 by 45 feet, viz:

Lachine canal, 8½ miles; Beauharnois, 11½ miles; Cornwall, 11½ miles; Farrand's Point, Rapid Plat, Point Iroquois and Gatope, united, 9½ miles; Welland canal, 28 miles.

By means, therefore, of these internal improvements of Canada, vessels drawing ten feet can be taken from the City of Superior to the Atlantic ocean, a distance of nearly 2,200 miles. The Erie canal (New York) has lately been enlarged; its capacity is now 70 feet in width, and 8 in depth. There are fifty-three canal boats propelled by steam, built and in process of construction, to run through this canal, on the opening of navigation, and will cause a great revolution in the carrying trade.

STATE OF SUPERIOR.

The Legislatures of Wisconsin and Michigan, I believe, passed resolutions in favor of ceding back to the General Government that portion of their territory bordering upon Lake Superior, to be under a new territorial or State government. The City of Superior, from its location, advantages, etc., would undoubtedly be made the capital of the new territory or State.

CLIMATE OF LAKE SUPERIOR.

No consideration is, perhaps, more important to those seeking a country suitable for residence and enterprise, than the character of its climate. Health is the first, and comfort the next great object, in selecting a permanent abode. Tested by these qualities, the Lake Superior region presents prominent inducements. Its atmosphere is drier, more transparent and bracing than those of the other States on the same parallel. A healthier region does not exist; here the common diseases of mankind are comparatively unknown. The lightness of the atmosphere has a most invigorating effect upon the spirits, and the breast of the invalid swells with new emotion when he inhales its healthy breezes, as they sweep across the lake. None of the American lakes can compare with Lake Superior in healthfulness of climate during the summer months, and there is no place so well calculated to restore the health of an invalid, who has suffered from the depressing miasms of the fever-breeding soil of the South-western States. This opinion is fast gaining ground among medical men, who are now recommending to their patients the healthful climate of this favored lake, so sending them to die in enervating southern latitudes.

The waters of this vast inland sea, covering an area of over 82,000 square miles, exercise a powerful influence in modifying the two extremes of heat and cold. The uniformity of temperature thus produced, is highly favorable to animal and vegetable life. The most delicate fruits and plants are raised without injury; while four or five degrees farther south, they are destroyed by the early frosts. It is a singular fact, that Lake Superior never freezes in the middle; and along the shores, the ice seldom extends out more than fifteen to twenty miles. The temperature of its waters rarely, if ever change, and are almost always at 40° Fahrenheit—the maximum density of water. I rarely omitted taking a morning bath during my exploring cruises along the south shore of the lake, in the months of August and September, and found the temperature of the water near the shore, much warmer than that along the north shore. I also observed a rise and fall in the water—or a tidal motion, frequently. In midsummer, the climate is delightful beyond comparison, while, at the same time, the air is softly bracing. The winds are variable, and rarely continue for more than two or three days in the same quarter. We have no epidemics, no endemics; miasmatic affections, with their countless ills, are unknown here; and the lustre of the languid eye is restored, the paleness of the faded cheek disappears when brought into our midst. The purity of the atmosphere makes it peculiarly adapted to all those afflicted with pulmonary complaints, and such a thing as *consumption* produced by the climate, is wholly unknown. Fever and ague, that terrible scourge of Illinois, Kansas and Iowa, is rapidly driven away before the pure and

refreshing breezes which come down from the northwest; and thousands of invalids from the States below, have already found here a safe retreat from their dreaded enemy. It is also a singular fact, that persons suffering from asthma or phthisis, have been greatly relieved, or, in some instances, permanently cured by a residence in this climate. Having had much experience in camping out on the shores of Lake Superior, sleeping constantly on the sandy beach, with and without a tent, a few feet from the water's edge, I would say, give me the open air in summer to the confinement of the best houses ever constructed. It is never very dark in this latitude, and the northern lights are usually visible every clear night. Although myself and companions were exposed to all kinds of weather on our exploring excursions—with feet wet every day, and nearly all day, sleeping on the beach, exposed to heavy dew, yet not one of the party ever suffered from exposure! Dr. Owen, the celebrated United States geologist, says: "At the Pombina settlement, (in latitude 49°,) to a population of five thousand, there was but a single physician, and he told me, that without an additional salary allowed him by the Hudson Bay Company, the diseases of the settlement would not afford him a living. I recommend all those suffering from debility, asthma, and the incipient stages of consumption and pulmonary complaints, to hasten to this favored climate, as astonishing cures have been effected by simply one summer's residence here. At the City of Superior will be found new and commodious hotels, where every attention is given to the comfort of guests; here the tourist, pleasure seeker or invalid, will find ample accommodations. For the lovers of aquatic sports, the bays of Superior and St. Louis are equally inviting for boating or yachting. The disciples of Isaac Walton or Nimrod, may exercise their skill in luring the speckled trout, or his more noble brother, the lake trout, until he wearies with satiety.

LAKE SUPERIOR WINTERS.

In regard to the winters, there is nothing relating to Lake Superior, more misrepresented and less understood, than its winters; the very mention of which, a few years ago, and even at the present time, in the Atlantic States, conveys almost a sensation of misery—but how far the reality? Instead of snow, sleet, rain and fog, alternating with very little sunshine, what do we find? The winter season is said to be, by the oldest residents, the most agreeable part of the year, with plenty of blue sky, fine bracing atmosphere, and very little rain from November until April. Besides, coughs, colds, and diseases of the lungs are comparatively unknown here, and this alone should recommend the climate of Lake Superior. 'Tis true, snow falls to a considerable depth, making the roads level, and filling up all their inequalities; and, so far from being an inconvenience, adds greatly to the comfort and happiness of all. This is the season for hilarity and social enjoyment; its lengthened eve is full of fireside joys. In this region, less snow falls than in either the New England States, or northern New York. The testimony of the oldest fur traders, long accustomed to this climate; the careful meteorological reports of the army Surgeons, proves the truth of these assertions. Hon. Henry M. Rice, U. S. Senator from Minnesota, in a letter dated June 3d, 1854, says: "I have gone from the head waters of the Mississippi to the waters of the Hudson Bay, on foot and without snow shoes. I spent one entire winter travelling through that region, and never found the snow over eighteen inches deep, and seldom over nine. One winter, north of 47° north latitude, I wintered about sixty head of horses and cattle, without giving them food of any kind, except such as they could procure themselves under the snow. Owing to its altitude the atmosphere is dry beyond belief, which accounts for the absence of frosts in the fall, and for the small quantity of snow that falls in a country so far north."

It is true, that the average temperature of our winter months is considerably lower than that of western New York; but, on the other hand, the average of the three remaining seasons of the year, is also comparatively higher. The mean temperature of each season accompanying the census of 1850, was,

PLACE.	SPRING.	SUMMER.	AUTUMN.	WINTER.
Rochester, N. Y.,	45.31	67.76	49.21	27.28
Rt. Snelling near St. Paul,	48.15	70.35	50.41	25.10

From which it will be seen, that the climate is more favorable to the growth of vegetation at the latter place than at the former. It has been found, in past winters, in comparing the meteorological reports of Lake Superior with observations taken at St. Paul, that there was a difference of at least ten degrees in favor of Lake Superior, notwithstanding it is nearly one hundred miles north of St. Paul. This is owing to this vast body of water tempering the atmosphere. In the winter of 1858-9, there was but one day in which workmen suspended work on the great bridge over the Mississippi, at St. Paul. The following is the result of meteorological observations taken by L. Washington, Esq., in the year 1856. At the City of Superior, latitude 46° 38' 31"; longitude, 92° 3' 28". Height of station above the sea, 658 feet. The mean temperature is as follows

DEG.		DEG.		DEG.	
For week ending June 1, 1856,	55	For week ending Sept. 8, 1856,	69	For week ending Nov. 29, 1856,	26
" " " " 20, 1856,	82	" " " " 20, 1856,	53	" " " " Dec. 13, 1856,	20
" " " " July 13, 1856,	60	" " " " Oct. 11, 1856,	52	" " " " " 28, 1856,	18
" " " " Aug. 2, 1856,	74	" " " " " 13, 1856,	46	" " " " Jan. 5, 1857,	20
" " " " " 16, 1856,	73	" " " " Nov. 1, 1856,	38	" " " " " 11, 1857,	12
" " " " " 30, 1856,	62	" " " " " 16, 1856,	33		

Dr. Ellis made the following observations at Bay city, at the head of Chegwomigan Bay, about 90 miles east of Superior. The average temperature for

January, 1858, was 21 deg.	May, 1858, was 46 deg.
February, " " 9 "	June, " " 61 "
March, " " 38 "	July, " " 64 "
April, " " 50 1/2 "	Aug., " " 63 "

Hinest day in July was 98°.

The Rochester, Minnesota, *Free Press*, of Feb. 1859, tells an instructive story about a Mr. Chilson, the owner of a fine farm in that vicinity, who, in consequence of having his crops cut off last summer by a severe hail-storm, became disgusted with the country, and emigrated with his family to the milder and more congenial climate of Missouri. He went there early last fall, and settled near Independence. The climate wasn't quite as congenial as he expected. "It rained," said Mr. C——, "most all the time, and the ground became thoroughly saturated with water; and as the soil is a deep, black muck, the roads, excepting where they were macadamized, were, for wagon or any kind of wheeled vehicles, totally impassable. The travelling all had to be performed on horse-back; and so deep and tenuous was the mud, that a journey of twelve or fifteen miles a day was the most that could be accomplished. The water flooded the entire surface of the country, and bursting out through the sod, cut the prairies into innumerable gullies and ravines, many of great depth and extent. The weather was horrid, the wind raw and chilling, and at night, the mud upon the surface would freeze slightly, forming a frozen crust not sufficient to bear any great degree of weight, through which the adventurous traveller would sink or founder, making any degree of progress a matter of difficulty and danger.

Mr. Chilson's eyes having heard the beauties of Kansas greatly extolled, made a tour of observation through a large portion of that Territory. They represent the country as sickly in the extreme, with an almost utter scarcity of timber, and without springs or clear running water. They saw a great many people returning to the States, and did not meet a single family that had not lost one or more of its members, by disease contracted in the Territory. They returned completely satisfied with what they had seen, and without the least disposition to emigrate there. Mr. C—— and his family had by this time become thoroughly disgusted and heartily sick of the country in which they had settled, and longed, if not for the "flesh pots" of Missouri, to exchange the damp, raw winds and variable climate of Missouri, for the healthy, bracing and equable atmosphere of the State they had left." He has accordingly returned to Minnesota, and has settled down once more on his old farm. We commend the experience of Mr. Chilson to those who wish to emigrate to Kansas, or Pike's Peak.

Extract from the Report of the Bayfield, Lake Superior Lyceum.

"Vegetables remain green from the 15th of May, to 15th October, making our grazing season five months, fully equal to that of the Middle States. Our winters are somewhat longer than in those States; but our summers are nearly, if not quite, as long. This, together with the uniformity of temperature in winter, and the healthfulness of the climate, both for man and cattle, demonstrate the fact that at no distant day this is destined to be a fine stock-growing country."

Extract from a letter written by a clergyman in Bayfield, dated Jan. 18, 1859.

"If people abroad had proper impressions concerning the soil, climate, &c., of this region, the population would rapidly increase. Many have an idea that this is a barren, inhospitable and cold region, unfit for human habitation. This is a mistake. We do not feel the cold as in Pennsylvania, nor do we feel chilly as there. The winter is lovely and desirable. I never saw such beautiful winter weather; so much sunshine, no mud, nor slush; such magnificent sunrise and sunset scenes. One would rather be out than in doors.

"A gentleman, now residing in Bayfield, formerly a resident of the southern part of Ohio, stated that for two successive seasons, he left his former residence late in autumn, after the vegetation had been killed by the frost, and that when he arrived in Bayfield the grass was green, and the cattle were still grazing. His opinion was that frost was from ten days to three weeks later in Bayfield than in southern Ohio."

Extract from a letter dated Bayfield, Jan. 29, 1859.

"I would not exchange our Lake Superior climate for any other I have ever seen in any part of the world. This winter is very mild. We have had but three or four mornings that the thermometer has read below zero, and for three days past it has averaged 24° above. We would prefer it a little colder. Our town and vicinity are exceedingly healthy; indeed, I do not know of a single case of sickness or even of bad health in our country."

THE CITY OF SUPERIOR.

The City of Superior, situated on the Bay of Superior and Nemadji river, at the head of Lake Superior, on an elevation of about thirty-four feet—possesses a better site, a better harbor, and greater natural advantages for a commercial city than any other point in the north-west. Its harbor is the largest on the lake, and is formed by a narrow strip of land, over six miles in length, stretching out from the Minnesota shore, and thrown up by the action of the waters of the lake and those of the St. Louis river. This capacious land-locked harbor is called the Bay of Superior. A similar point from the Wisconsin shore, running in an opposite direction, formed in a like manner by the waters of the lake and of Allouez river, makes the Bay of Allouez. The eastern bank of the Nemadji river, which, with the St. Louis and Allouez rivers, enters the lake between the two points, separates the bays.

"The town site is about equally divided by the Nemadji river, and embraces probably about five thousand acres of land. The site is one of the most commanding as well as the most beautiful of western cities. It is elevated thirty-four feet above the water; and as you leave the bay, there is a gradual ascent, scarcely perceptible, yet affording an excellent drainage. At regular distances it is also drained by abrupt ravines running towards the bay. To the eastward of the town lies the broad expanse of Lake Superior, whose dark blue waters spread out as far as the eye can reach. On each shore, the mineral ranges rise in all their beauty and grandeur, casting their deep shadows on the placid waters beneath."

At the head of the Bay of Superior and lake, in Minnesota, stretches the "mineral range," rising gradually back from the water's edge to a height of from seven hundred to one thousand feet, and covered with a thick growth of pine, spruce, maple and other trees. So clear is the atmosphere that it seems to one standing near the banks of the Nemadji, to be only a mile distant, when, in reality, it is about seven. And from a distance of thirty miles and over, the shades and shadows of the passing cloud are well defined to the eye of the observer upon the sides of this range. The views presented from Du Luth, at the head of the Bay of Superior, Rice's Point, Mount Oneota, on the Bay of St. Louis, Wisconsin Point, and the lighthouse at the end of Minnesota Point, are worthy the pencil of a Rubens, and alone well worth a visit to this region. The view from any of these places, and especially from the Superior House, on a calm, bright moonlight night, when the waves of the lake are at rest, with the rays of the full moon reflected across the bay, and for miles along the lake, present a scene of beauty only imagined, but not to be described. On a still night, after a heavy wind, the roar of the surf of the lake, as it dashes in myriads of waves against Minnesota Point sounds like the distant roar of the ocean. Another beautiful view of the "white caps" can be had from the piazza of the Superior House, and the smoke of the advancing steamer is visible at a distance of over 40 miles, resembling at first, a little cloud—then, gradually spreading for miles along the sky, until at last the steambot appears above the distant horizon.

PROPRIETORS OF SUPERIOR.

"In the spring of 1854, a company, under the title of "Proprietors of Superior," was organized for laying out the town of Superior. The company was composed of Messrs. W. W. Corcoran, Washington City, D. C.; Robt. J. Walker, New York; Geo. W. Cass, Pittsburg, Pa.; Horace S. Walbridge, Toledo, Ohio; Daniel A. J. Baker, D. A. Robertson, Gen. E. Nettleton and E. K. Nelson, of this county and state, and Gen. Thompson, Edmund Rice, James Simson and Wm. H. Newton, of Minnesota.

DESCRIPTION OF SITE.

"Wm. H. Newton was appointed engineer and agent, and assisted by Thos. Clark, 2d, the town was surveyed, and a plat made and recorded by the 6th of November, 1854. As surveyed, the town site embraced only that portion of the company's lands west of Nemadji river. It contained twenty-four avenues, one hundred feet in width and four hundred feet apart, running from the bay; and thirty-three streets, eighty feet wide, and two hundred and fifty feet apart, running parallel with the bay. The avenues are named after the original proprietors and early settlers; and the streets, numerically. The lots, as far back as Ninth street, are twenty-five feet front, by one hundred and twenty deep, and regularly numbered—the odd numbers on the right and the even on the left hand side. Each house takes the number of the lot upon which it is erected. From Ninth to Twenty-eighth streets, the plat is divided into blocks, one square each, numbered similarly to the streets. The lots and blocks all front on the streets."



Entrance of the Nemadji River.

Bay of Superior.

Mississippi Point.

North Shore of Minnesota.

CITY OF SUPERIOR, LAKE SUPERIOR.

Terminus of Ocean Navigation, and of the Northern Pacific, St. Ode's and Lake Superior, Milwaukee and Marquette, and other Railroads.

DONATION OF LOTS.

"Twenty lots in various parts of the town were donated by the company for Churches, thirty-two for schools, half block for county buildings, two blocks for a public park, and two blocks, appropriately situated, for a cemetery. Twenty-five hundred lots were placed in the hands of the agent of the company, to be sold for the benefit of the town, with an agreement binding the purchasers to build upon and improve the same. The terms were made reasonable, and thus a great portion passed into the hands of actual settlers. Before the 1st of January, 1856, nearly three hundred lots were sold by the agent upon these terms, and by the 1st of August, 1857, they were entirely disposed of, and the proceeds expended in purchasing additional lands, surveying the same, and clearing and improving streets, building hotel, pier and docks, and for other purposes."

DIVISION OF PROPERTY.

"The remainder of the lots were divided equally into twenty-seven shares—about nine hundred and seventy-five lots to the share—and distributed among the members of the company according to their respective interests. These shares have since been divided into quarters, eighths, sixteenths, etc., and increased the number of proprietors to several hundred, embracing many distinguished statesmen and capitalists in various parts of the country."

INCIDENTS OF EARLY SETTLEMENT.

The following "Incidents of Early Settlement" are partly taken from "Information for Emigrants," published at Superior. "On the 20th of May, 1853, Mr. Geo. E. Stunts, U. S. Surveyor, arrived at the head of Lake Superior, to survey the government lands in this vicinity. Not a tree or bush had been cut where now stands the City of Superior. The site was then covered with a dense growth of pine, spruce, fir and birch. Mr. Stunts, with two companions, made a voyage around what is now called the Bay of Superior, in an Indian canoe. It was the most beautiful of May days—altitude reigned unbroken, except occasionally by the shrill cry of the loon and the gull, then undisputed occupants of this beautiful bay. No singing birds, those attendants of civilization, were here to bid the weary and travel-worn pioneers a glad welcome. In proceeding up the bay, they landed on what is now known as Conner's Point, where they found Mr. B. H. Conner, who had preceded them, engaged in erecting a house.

"During the following six weeks, Mr. Stunts surveyed the lands embraced in the present site of Superior, and the rich mineral lands upon the American and Black river ranges. In June, several small boats arrived from Ontonagon, Michigan, with settlers, who located upon the mineral ranges. In July and August, Messrs. Bollen, Morgan, and others, arrived from St. Paul; Messrs. Robertson, Nelson, Baker, and others arrived soon after, and settled upon the banks of the Nemadji river. These parties made the first improvements upon the town site. In September, Francis Roy and Benj. Cadotte, of La Pointe, located here and erected houses; but the following winter disposed of their interest to Messrs. Wm. H. Newton, Geo. E. Nettleton, Benj. Thompson and others. During the winter of 1853-4, Wm. Herbert, J. H. La Fave, M. Cadotte, J. E. G. John, and families, resided in Superior. There were also several log cabins occupied by single men, among whom were Messrs. Wm. Nettleton, W. G. Cowell, Chas. Kimball, A. A. Parker, A. McFarland, R. J. Whitaker, Dennis Deane, Calvin Hood, G. W. Perry, Robert Reed, B. Chase, John Jones, A. Zachae, John Parry, Captain Torrey, John Lavake, Benj. and Geo. Danielson, and others, amounting in all to less than fifty persons.

"In January, 1854, a volunteer company was organized to cut out a road to the St. Croix, connecting with the lumbermen's road to the south. This company consisted of Messrs. Wm. E. Nettleton, D. A. J. Baker, Mr. Bennett, John Lavake, James Harrop, John R. Margus, Joseph Hamel, H. Fargo, J. M. C. McKinsey, Geo. and Benj. Danielson, assisted by several voyagers in the capacity of cooks and packers, undertook and carried through this project, in the brief space of twenty days. In the latter part of February, Orrin W. Blose and family, and Madison and family, came through and settled at Superior. Messrs. Robertson, Baker and Nelson made a trip to St. Paul and returned in the spring with additional settlers, among whom was Judge Marklund. In March, Messrs. Brunson, Slaughter and others, claimed what is now known as Superior City, as a town site, under the act of May 23d, 1841, but which was also claimed about the same time by parties under the pre-emption act of 1841. [The title to this land, about 320 acres, is still in litigation. This property is distinct from the City of Superior or Superior proper.]

Superior in 1854.—Previous to the completion of the St. Mary's Falls Ship Canal.

"In June, 1855, the vessels engaged in the trade of Lake Superior, seldom visited the head of the lake, and the settlers obtained their supplies at great cost and much trouble; occasionally bringing them from Ontonagon, Mich., in small boats exposed to the storms of the lake. In the summer of 1854, the Superior House and Quebec Pier were commenced; and in the absence of saw mills, the lumber used in their construction was ripped out by hand. Mr. T. Kibbie erected a large and handsome addition to the Superior House, July, 1856. The improvements prior to the spring of 1856, were made under similar difficulties. The first weekly mail to Superior was commenced in 1854, between Taylor's Falls and Superior, and carried on foot by Indian packers.

"On the opening of navigation, in the spring of 1855, the entire number of houses and cabins on the bay front—most of the former in an unfinished condition—did not exceed thirty-five, and almost the entire town site was covered with a thick growth of timber. On the 20th of May, the first boat (the steamer "Sam Ward") brought the printing office of the "Superior Chronicle," the first number of which was issued on the 12th of June following. The first saw mill, erected on the Nemadji river by Mr. Wm. Mann, commenced work the latter part of June; and about the same time the first kiln of brick, manufactured in the vicinity by Mr. John Shaw, was burned. On the 10th of June, the first sermon in the English language at Superior, was preached by Rev. David Brooks, of the Methodist Episcopal church, in the present reading room of the Superior House, then used as a carpenter shop. On the 19th, the propeller Manhattan was the first steam draft to touch at Quebec Pier, though yet in an unfinished condition. Previous to this period, boats landed opposite to Minnesota Point, and passengers and freights were carried to Superior in small boats. On the following day, the Manhattan entered the Nemadji river, and ascended it to the head where Third street, without the slightest difficulty; then returning, she retraced her course. On the 5th of July

the steamer Superior, the pioneer of an important trade with Chicago, entered our harbor for the first time, and the occasion was celebrated by appropriate festivities. A second saw mill, erected on Conner's Point by Messrs. Woodbury, Bothwick and Saylor, commenced work in August. The first term of Douglas county Circuit Court was held on the 2d of August. On the 8th, the U. S. Land Office, at Superior, was opened for pre-emption and private entry. A field of winter wheat, planted by the Messrs. Wright, near the Nemadji, was harvested in August. This experiment of wheat growing on the red clay lands of Lake Superior, was successful beyond the most sanguine expectations. Another trial by the same parties, the following year, averaged twenty-five bushels to the acre, of beautiful plump grain, heavier per bushel, by several pounds, than the general averages. The government lighthouse on Minnesota Point, was finished in 1857. The first edition of the work on Wisconsin and Lake Superior was published in Philadelphia, August 1st, 1857; and the third edition was issued in March, 1858. On the 29th day of October, 1858, Mr. James S. Ritchie exhibited, on behalf of the City of Superior, Douglas and La Pointe counties, Wisconsin; St. Louis and Lake counties, Minnesota, specimens of their various agricultural productions, viz: tobacco, corn, oats, buckwheat, wheat, potatoes, etc. etc., in competition with the United States, at the sixth National Agricultural and Virginia State Fair, held at Richmond, Va., and also at the Franklin Institute, Philadelphia. He was awarded a special diploma from the U. S. Society. In the fall of 1855 the lands owned by the proprietors of Superior, east of the Nemadji, were platted and recorded as "Superior East," embracing an area about equal to the original site. About the first of June, 1855, the rapid advancement of Superior commenced, and from that period its existence should be dated. Houses were built as if by magic, streets and thoroughfares penetrating the surrounding country, were opened, railroads were projected, and piers and sidewalks constructed. The development of the lands adjacent into producing farms, was commenced in good earnest, and numerous openings surrounding the settlement, illustrated the industry and enterprise of our population. The preliminary survey of the St. Croix and Lake Superior Railroad was made in 1854; and in the fall of the following year the locating survey was commenced. This road connects the head waters of the lake, at Superior, with the Mississippi at Hudson, near St. Paul. In June, 1854, the State census was taken, and the population of Douglas county, of which Superior is the county seat, returned at 385. In January, 1858, a census of Superior was taken, with the following result: children under 5 years of age, 80; over 5 and under 15 years, 57; adult males, 329; females, 119; Total, 485. Buildings.—Dwellings, 105; stores, 17; shops, 14; offices, 15; boarding houses, 8; hotel, 1; blacksmith shops, 2; shoemaker shop, 1; sawmills, 2; brickyard, 1; schoolhouse, 1; churches in construction, 2; U. S. Land Offices, 2; drug stores, 2.

The amount of imports and exports, at Superior, for 1855, was collected about the same time and exceeded \$240,000.

In 1855, the imports amounted to 35,000 barrels, and were valued at \$430,000. The number of houses in June, 1855, were 25; June, 1856, 190; Jan. 1858, 330.

POPULATION.

"The population of Superior is composed of persons from all parts of our own country, and from almost every clime of Europe. The States of Pennsylvania, Ohio, and particularly the City of Philadelphia, are perhaps more strongly represented than the others, while the foreign population comprises persons from the north of Europe. In June, 1854, 385 persons; June, 1856, 200, and in January, 1858, about 1200.

SCHOOLS.—Superior has one select, and three public schools, under the charge of experienced teachers. The excellent system of Wisconsin, offers the best facilities for the education of children, free of expense. There were on the 1st of September, 1858, in Superior, not including the half-breeds, 140 children; of these, 120 attended school. The district was out of debt, and this after paying debts contracted by the previous board of \$100.

CITY CHARTER.—This place was chartered by the Legislature of Wisconsin, May 8th, 1853, under the name of "City of Superior." It includes what was known as Superior City, and various other additions.

CHURCHES.—We have five different religious denominations with resident ministers; Catholic, Old and New School Presbyterians, Episcopal, Methodist and Baptist. The Catholic N. S. Presbyterians, Episcopal and Methodist, have each commodious churches. The O. S. Presbyterians have a large and handsome church in course of erection, to cost over \$4,000. There are Sabbath Schools connected with each denomination.

DOUGLAS COUNTY.

Proceedings of the Board of Supervisors of Douglas county.—The Board of Supervisors met on the 8th of Nov., 1858. Present, Dennis Dean, chairman, John T. Smith, Benj. H. Conner. An abstract of the Assessment Roll of the town of Superior, for the year 1858, as made by E. T. Whitlsey, Town Clerk, was presented, showing that the whole number of acres of land subject to assessment was 98,634 80-100. Aggregate value of land, exclusive of town lots, \$292,263 27. Aggregate valuation of personal property, \$11,080. Total, \$411,786 87. The State tax apportioned to, and charged against the county of Douglas for 1858, is \$1,040. The amount to be raised in School district No. 1, for the current year is \$500. In district No. 2, is \$250, making the total to be raised in the town of Superior for school purposes for 1858, \$750. The taxes for 1858, for all purposes, were declared by the Board as follows: A tax of two mills on total valuation for school purposes, giving \$837 57. A tax of 2½ mills on total valuation for State tax, giving \$1,046 96. A tax of 23 mills on total valuation for county purposes, giving \$10,409 62. Total amount of taxes to be raised for 1858, \$12,854 15. Dec. 10th, the account of E. C. Becker, County Treasurer, was presented and approved.

1859.

County Officers.

1859.

James D. Roy, Sheriff.
John M. Newton, County Treasurer.
D. George Morrison, Register of Deeds.
Wm. R. Perry, Clerk of Board of Supervisors.

George W. Perry, District Attorney.
Washington Ashton, Clerk of Circuit Court.
William V. Hoge, County Surveyor.
L. F. Wheelock, Coroner.

U. S. Land Officers.

Daniel Shaw, Register.

T. Rush Spencer, Receiver.

SITUATION OF SUPERIOR.

The situation of Superior corresponds with that of Chicago, in being the chief port at the head of navigation of a great lake, and the point where the Northern Pacific and other railroads from the interior of the State will terminate. It is also the most western point accessible to ocean vessels in North America, and it enjoys uninterrupted water communication with New York *via* the Great Erie Canal, and with the Atlantic Ocean *via* the British American Canals and the St. Lawrence river. Its position at the head of Lake Superior, commanding the country lying north and west of the lake, and east of the Rocky Mountains, shows that nature has marked this spot for the great commercial city of this inland sea. It must be remembered that the City of Superior is situated two hundred miles nearer the Pacific Ocean than is Chicago. The great States and cities which are growing upon the Northwest will find their cheapest outlet to the seaboard by the channel of the lakes. Railroads are now in process of construction from the Mississippi river, and towards the Pacific Ocean, which will soon command the produce and commerce of the interior.

The U. S. Territories and portions of British America, which, by soil and climate, are suitable for settlement, and tributary to the City of Superior, may thus be enumerated:

	SQUARE MILES.		SQUARE MILES.
Vancouver's Island, - - -	16,200	Saskatchewan, Red River, Assin-	
Fraser and Thompson Rivers, - -	60,000	boin, &c., - - -	250,000
Sources of the Upper Columbia, -	20,000	Minnesota, Dacotah, Washington and	
Althabasca District, - - -	50,000	Nebraska, about - - -	400,000

The commerce of this vast agricultural region, so abundantly watered by rivers and lakes is naturally tributary to the City of Superior, and will find its outlet there for Europe. During the past two centuries, French Jesuit Missionaries, Indian traders, voyageurs and others, have journeyed in canoes, from the head of Lake Superior to the Rocky Mountains—for there is an almost uninterrupted water communication by rivers and lakes between the Pacific Ocean and the City of Superior. Few are aware that a steamer can depart from the mouth of the Sioux Wood river, at about the central point of the western boundary of Minnesota, thence descend a distance of 500 miles to Lake Winnipeg, then pass 300 miles through that inland sea and ascend the Saskatchewan to the base of the Rocky Mountains—over 3,000 miles of inland navigation. Sir George Simpson, late Governor of the Hudson Bay Company's territory, has repeatedly traversed these regions, a great part of the way in a traveling carriage over the level prairies, in pursuance of official duties. The overland distance from the City of Superior to St. Cloud, Minnesota, is 120 miles, and from thence to Breckenridge 125 miles, and from Breckenridge, Minn., *via* the Red River of the North, to Lake Winnipeg, 400 miles; from thence to the mouth of the Saskatchewan, 200 miles, and up said river to the Rocky Mountain House, 1,000 miles, making the distance of continuous water communication 1,600 miles. A company of enterprising pioneers will in all probability run steamboats in the Spring of 1859 upon these rivers.

Hon. George B. Sargeant, of Iowa, thus prophetically remarks in relation to the situation of Superior:

"Seated at the mouth of the St. Louis river, at the southwestern extremity of Lake Superior, we are as near the tide waters of the Atlantic, within about eighty miles, as we are at Chicago; and we are some Four Hundred miles nearer to St. Paul, and the immense country commanded by that city of marvelous increase. From this, the extreme point of lake navigation on this continent, we have a navigable highway by the Sault St. Marie, the Welland Canal, and the St. Lawrence river, that brings its men of trade into direct communication with the great marts of Europe. Westward, through Minnesota, Dacotah, and Washington Territory, must stretch, ultimately, an important branch of the Northern Pacific Railroad, that will bring the riches of the East to this depot for interchange and transshipment. At this very spot, at the mouth of the St. Louis river, (*Bay of Superior*), Europe and Asia will meet and shake hands in the genial months of Summer. At this point must centre the trade of twenty American States yet unborn, and the British trade of the Red River settlements and Hudson's Bay."

DIRECT TRADE BETWEEN CHINA AND PUGET'S SOUND, PACIFIC OCEAN.

The Pioneer and Democrat, of November 13, 1858, published at Olympia, on Puget's Sound, Washington Territory, announces the arrival of the ship *Lizzie Jarvis*, Capt. Knips, at Port Gamble, fifty-three days from Shanghai, to load with spars for China. This ship has just completed a voyage out, and hence from China, and is the first vessel direct from that Empire that has arrived at Puget's Sound. The number of arrivals at the port of Bellingham Bay for the six months ending December 31, 1858, were 51 steamers, tonnage about 35,700 tons. There were 152 ships, barks, sloops, etc., with a tonnage of over 28,853 tons. This estimate does not include batteaux and other small craft constantly trading to this Bay.

The *Olympic Pioneer and Democrat* is the first newspaper ever published in Washington Territory. It is a large and handsome sheet, and well patronized with advertisements. The proceedings of the Legislature and the Supreme Court occupy several columns. Another daily effort for those who oppose the Northern Pacific Railroad on account of climate is the raising of fruit trees, such as apple, plum, pear and cherry trees, strawberries, etc. Tulips, hyacinths, &c., is very profitable. Indeed, one party advertised 50 varieties of roses, 40 of monthly roses, etc.,—another, 40,000 trees, from one to three years old, grown from the graft, and commenced his sales the 1st day of November. Olympia is on the same parallel of latitude about as the City of Superior. Recent events clearly prove the great mistake our Government made in not securing Vancouver's Island in the last treaty with the British Government. But we must have it at some time or other. It is as important to our Pacific States as Cuba is to the Southern.

DIRECT TRADE BETWEEN SUPERIOR AND EUROPE.

Vessels can as easily sail from Europe to the City of Superior, as from Chicago to Liverpool. During the past two years, ten vessels, with a total tonnage of 3,600 tons, were built at Cleveland, Ohio, and freighted by merchants of that city for English ports, their cargoes being chiefly staves and black walnut lumber. They all disposed of their freight to advantage, and six returned with cargoes of crockery, bar iron, pig iron or salt. The return cargoes were also profitable. The other four vessels did not return to the lakes, but are engaged in ocean navigation. The cost of the round trip is estimated at from \$3,000 to \$4,000. Detroit and Chicago have sent vessels to Europe. The following are the names of several of the vessels which sailed from Detroit and Cleveland to Europe with cargoes: L. J. Kershaw, Chiefain, Black Hawk, Ouyahoga Chief, and Indian Queen. The D. B. Sexton sailed May 25, 1858, for Liverpool, and from thence with a full cargo up the Mediterranean, arriving at Constantinople the 28th of November. Between 20 or 30 vessels will sail from Detroit and Cleveland, in the spring of 1859, loaded with staves, grain, &c., for European ports. A vessel freighted at Superior for England with 14,000 bushels of wheat, at 40 cents per bushel freight, would realize a handsome profit, and also at \$10 per ton return cargo. Four months is ample time for the round trip.

In a short time emigrants will purchase tickets in the very heart of Europe for the City of Superior, which will take them over Two thousand miles into the interior of America, without transshipment, and with no greater inconvenience than might attend the journey from their homes to the ports of departure.

NORTHERN PACIFIC RAILROAD.

The First Discoverer of the North-west Passage.

About two hundred years ago, Father Hennepin, an old French Priest, the pioneer and explorer of Minnesota, was the prophet, says the St. Paul Pioneer and Democrat, of the Northern Pacific Railroad. The following extract is from Rev. E. D. Neil's History of Minnesota. Father Hennepin remarks: "We may be transported into the Pacific sea by rivers which are large and capable of carrying great vessels, and from thence it is very easy to go to China and Japan without crossing the equinoctial line, and, in all probability, Japan is on the same continent as America." The Pioneer and Democrat adds: "Hennepin deserves the honor of being the first to discover that the true northwestern passage to the Pacific lay through the great lakes, whose waters flow into the Atlantic, and the immense rivers which carry navigation westward to the Pacific. It is thus that the dream of an obscure Franciscan—which seemed to have been buried for ever with his ashes—suddenly reappears after the lapse of centuries, and the seed hid in the mummy's folds takes root, a living momentous fact of the present."

Among the numerous Senators who took active parts in the debates on the Pacific Railroad bill, during the session of 1858-9, were Vice President Breckinridge, Senators J. D. Bright, of Indiana, Douglas, of Illinois, Rice and Shields, of Minnesota, Cameron, of Pennsylvania, Doolittle and Durkee, of Wisconsin, Hunter, of Virginia, Wilson, of Massachusetts. Sen. Seward, of New York, patriotically remarked, on the amendment of Sen. Foster, of Connecticut, that the road should be built exclusively of American iron. "He would consider it a reproach, that an American road should be made with foreign iron to pass over American coal and iron beds." Sen. Bigler, of Pennsylvania, advocated this amendment, and instanced the case of the Pennsylvania Central Railroad, and the Baltimore and Ohio Railroad—the one built of American, and the other of English iron. Mr. Foster's amendment was adopted. The iron mountains of Missouri and Texas sink into insignificance in comparison with those of Lake Superior, the top of which is nearly pure. The official tests prove that Lake Superior iron is far better than Swedish or Russian. Major Wade, U. S. A., reports a specimen that stood a test of 89,582 lbs. to the sq. inch, while the Russian specimen stood 75,000 lbs.

and one from Lancaster Co., Penna., 58,051 lbs. to the square inch. To the State of Pennsylvania demands just protection for her iron interests, from the competition of European paper labor, surely Lake Superior demands it also. England has always protected her manufacturers, and encouraged Home Industry. Her famous navigation laws built up her vast fleet. In our great country, with mountains of iron, inexhaustible veins of copper, coal, etc., wheat, corn, tobacco, cotton, lumber, etc., sufficient to supply the world, we are importing all these articles from England and Europe to our national disgrace. It is Free Trade only on one side—pauper labor against free labor. As fast as California gold arrives it is sent away for iron rails, cotton, woolen and other goods, which ought to be made and exported from this country. The recent "Hard Times" shows that we are paying dearly for heavy importations. Speculation in wild lands has had nothing to do with the late money panic. Money laid out in this way passes from one person to another—it is still in the country, and merely changes hands. But it is different with the vast amounts annually shipped to Europe to pay for articles which should be made from American productions, and by American hands. We are told that Free Trade is necessary for the cotton and tobacco planter and the farmer. This is all nonsense; as if one branch of industry should prosper without another. And we have the Secretary of the Treasury, and many members of Congress, congratulating the country on the late increase of duties for foreign goods which should have been manufactured here. Thus exemplifying the old adage—"robbing Peter to pay Paul!" Congress should protect our manufactures, develop our iron, copper, coal and other mines, and in a few years we will compete with the British in the supply of the world. Give Young America a fair start only—that is all we ask.

The 6th Regiment U. S. Infantry left Fort Leavenworth, Mo., May 27th, 1858, and performed the march across the continent in 102 marching days. They averaged about 100 miles per week, and reached Sacramento (California) without the loss of a man, and only 30 mules died out of 1100. The celebrated Capt. M. F. Maury, U. S. N., prefers two great roads to the Pacific, viz., a Northern route from the head of Lake Superior to Puget's Sound, and a Southern from Texas. He says: "A vessel trading under canvas between our Pacific States and China, describes on every round voyage an eclipse. If she be bound to San Francisco, her route, until she gains the offing of the Straits of Fuca, would be the same as though she were bound into Puget's Sound or the Columbia river," &c. Again he says: "There are no tall houses on the lakes, and none on the Gulf of Mexico. The commercial voice of these two waters, could it be heard, would be raised, each trumpet-tongued, in favor of these two routes." Senator Iverson, of Georgia, submitted a letter, addressed to him from an old fur trader, to the U. S. Senate. It is dated Canada West, Jan. 15, 1859. "Sir: I address you because you advocate a northern and a southern railway—the only ones practicable. A central one might be built, but for five or six months in the year would be impassable, because of the deep and shifting snows of the mountains. I am now a very old man, and have passed many winters on the head waters of the Mississippi, and not far from 49 degrees, and can safely assert that deep snows are unknown there. Over a northern and southern range of three or four hundred miles south of lat. 49°, and extending a long way east and west to the sea, little snow falls; south of these lines there are immense falls of snow, and most intense cold; not so north. We all understood this, to us, an unaccountable fact. Your position, as I understood it, is the true one. Nature is in alliance with you. She has kindly provided a friendly zone at the north, and one at the south, for these two highways from ocean to ocean."

Senator Rice, of Minnesota, a celebrated pioneer of the Northwest, in his speech before the U. S. Senate, Dec. 20, 1858, said: "The country through which a road between the great lakes and Puget's Sound would pass, offers great facilities for intercommunication between various portions of our Union. On this route lie the Mississippi, Missouri and Columbia rivers, and the Red River of the North, supplying means for internal navigation to an immense region of fertile and flourishing country. The lake and the Pacific thus connected, a ship could proceed, without breaking bulk, from the Atlantic, via, the St. Lawrence and the lakes, to the head of Lake Superior, and from that point her cargo could be sent over the road proposed direct to the Pacific, without transshipment. Indeed, so far as part of the Northern route is concerned, I can speak from my own personal knowledge, the country contains a larger portion of arable soil than any equal quantity of land on the Atlantic border, and nearly the whole line of the projected road could be made a continuous farm. North of the 49th degree of latitude, fine crops of corn are raised, and their wheat is of so fine a quality that it is eagerly sought after for seed in the States. Even beyond the 50th degree, wheat of a superior quality, together with oats, barley, and all common vegetables are successfully cultivated. It is highly esteemed as a grazing country. Cattle are not killed during the winter, and hides are frequently driven south a distance of five hundred to seven hundred miles, and there disposed of at a profit, and for a less price than it would have cost the purchasers to raise them.

Governor J. J. Stevens, delegate to Congress from Washington Territory, who started on his great survey of the Northern Pacific Railroad, from St. Paul to Puget's Sound, one week before my first visit to St. Paul, in the year 1853, delivered an interesting address in New York, Dec. 2, 1858, on the Northwest. He said: "The mean winter temperature at Fort Benton, latitude $47^{\circ} 30'$ north, in 1853-4 was $25^{\circ} 38'$ above zero. The average at Montreal, on the Grand Trunk railroad, for the same year, was $13^{\circ} 22'$, and for a mean of ten years, $17^{\circ} 30'$ above zero. At Moscow, for a series of twenty-one years, it was $15^{\circ} 20'$; and at St. Petersburg, for a mean of twenty-five years, $18^{\circ} 10'$ above zero. So successful has been the great railroad from Moscow to St. Petersburg, that they are now pushing railroads in all directions, crossing tracts, where for three months the thermometer never rises above zero, and for many days the temperature is lower than the greatest cold ever reached in the mountains of the United States. We find that Canadian roads are being extended westward, utterly regardless of those objections, experience having shown their futility. If I were asked, where I should expect the most difficulty from snow in the whole country, from the Atlantic to the Pacific, I should say, the first ten miles from the Atlantic ports. The distance from St. Paul and Superior City to Puget's Sound in round numbers is 1800 miles. I think that not only ought the mails to be carried over this route the entire year, but in a limited number of days. It should be carried in wagons in eighteen days. Mr. Collins, our consul at the Amoor river, Siberia, tells us that the great postal service of Russia from Moscow to Irkutsk, in eastern Siberia, is 3420 miles. On this route are 210 stations; the contractors are obliged to carry the mails and passengers twice a week, at 8 miles an hour, in winter, $6\frac{1}{2}$ in summer, and $5\frac{1}{2}$ in the fall. The average time for the entire route is from twenty-two to thirty days, or from 112 to 137 miles per day, while the government couriers go over the route in from 15 to 20 days; or at an average of from 171 to 228 miles per day. That mail route is between the 52d and 58th parallels, crosses considerable mountain chains, and the thermometer in winter, on a large portion of it, is habitually below zero. On this distance of 3,420 miles, the thermometer on a large portion of it, through the winter below zero, he found five hundred cities, villages and towns." A letter from Irkutsk, Siberia, published in the German papers, states that the Amoor company has determined to erect, at its own expense, a line of telegraph from Moscow through all Siberia to the Pacific Ocean. A Russian company, with very liberal privileges, has been chartered to settle the Amoor country, and they have done all in their power to encourage American commerce, and affording only to Americans, every facility to trade and travel in Siberia. Puget's Sound, the terminus of the northern Pacific railroad, is the shortest distance from the United States to the Amoor river. The English papers of February, 1859, are calling attention to the fact that the Amoor river, of which they scarcely knew anything before the Crimean war, is now regularly navigated by a California steamer. It is also stated that the Gulf of Castrie is crowded with American shipping, by whom the carrier trade for transmission up this grand artery of Russia is monopolized.

It was stated in the debates in the U. S. Senate, that a Pacific railroad could not carry freight in competition with the steamers from New York, by sea to California and Oregon. This may be true, no doubt, as regards the Central route. There is uninterrupted navigation from New York via Erie canal to the City of Superior. *I have fully proved this by transporting my sailboat, in July, 1857, from Philadelphia to Cleveland, Ohio, thence via steamboat to the City of Superior. This sail boat was 14 feet in length, fully equipped, and cost for freight only \$11—time required, 8 days. Now it would have been a very easy matter for me to have ascended the St. Louis river and tributaries, the Mississippi and tributaries, crossed a portage of two miles, sailed up the Red River of the North, through Lake Winnepeg; thence up the Saskatchewan river to the Rocky Mountains—indeed it is very probable that I might have launched again on the Pacific ocean.*

A letter, dated Toronto, Canada, published in the New York Tribune of Feb. 16, 1859, states that Captain Palliser, who has charge of a surveying party, sent out by the English government, has discovered a new pass in the Rocky Mountains, about the 51st deg of latitude. It is said to be suitable for the construction of a railroad. The climate in the neighborhood cannot be severe; for Thompson, a surveyor and partner of the Northwest Company, who spent a winter in the neighborhood, reports that a small lake (Bow Lake) never froze all the season, and that birds were plentiful. The following tables are from Blodget's standard work on Ollimetology. "The mean fall of rain and melted snow during observations through nineteen years, at Fort Snelling, near St. Paul, was $25^{\circ} 43'$; at Montreal, for two years, $47^{\circ} 28'$; at Cincinnati, for 20 years, was $46^{\circ} 39'$. The mean force of the wind during the months of January, February, March and December, in each year, for a series of years, was, at Fort Snelling, for 10 years, 1.87; Fort Hamilton, New York City, for 10 years, was 2.96; Fort Leavenworth, Kansas, 2.09. These tables prove that the force of the wind at Fort Snelling is nearly 50 per cent. less than at New York City. Therefore, snowdrifts are nearly fifty per cent. more at New York City and Kansas than at Fort Snelling near St. Paul.

Governor Ramsey of Minnesota, in one of his interesting agricultural addresses, mentions seeing at Fort Garry, British America, latitude 49°, a splendid big stallion of almost gigantic size, and of the finest points, which cost the Hudson Bay Company \$2,000, to import from England; and at the upper Fort he was shown a bull of extraordinary size, and of the pure Durham blood, also imported from England, &c. Hudson's Bay, he says: "In mentioning these particulars respecting a farming community, 600 miles north of St. Paul, my object is mainly to show, how wide a scope of arable land, capable of supporting and destined to support some day tens of thousands of farmers, is spread out away northward in regions which are now ignorantly considered impracticable for profitable tillage, on account of the supposed rigors of their climate. Why, away up on Peace river, on the extreme northern slope of the Rocky Mountains, they raise around the Hudson Bay posts, as Governor Collville told me, as big barley as anywhere in the world, and yet that is in latitude 60° north, on a *TOURIST'S GUIDE THROUGH THE NORTH* says that it is. Indeed, gentlemen, the fear of people east and south, that our Territory is too cold for many purposes of cultivation, is only equalled in absurdity by that other idea I have known expressed by some of the hardy people who have risked us from the British possessions in the far north, that this portion of our Territory is too warm to be healthy."

The fact that immense herds of buffalo roam over the vast prairie of the north is proof positive that snow never falls to a great depth above latitude 40° north. The distance from the City of Superior to the "gold mines" of Fryer and Thompson rivers, may be estimated as follows: Superior to Pembina, 300 miles; to Carlton House, 600; to Esplanade, 400; to Boat Encampment, 150; Thompson's river, 50; total 1,650 miles. A party of six arrived at Superior, August 14th, 1859, and started next day in a canoe for the gold mines. When I crossed river, Dec., 1858, it appeared that something would be done for the Pacific Railroad, and the northern route been provided for, I fully intended having a salute of 100 cannon fired at Philadelphia, in honor of the event. A few hours spent in attendance on the debates in the Senate convinced me that owing to the national feelings, it was probable that all parties would unite on a central route, as a compromise, and that, too, in defiance of the great advantages of distance, climate, soil, water communication for heavy freight, &c., of the northern route from the City of Superior, over all the others. Fortunately for the northwest, the Lake States, Pennsylvania, New York and New England, the central route was selected, and Senator Doolittle's amendment to an address for proposals for three routes passed. I wrote the following letter, which was published in the Philadelphia "Press," Feb. 12th, 1859.

WASHINGTON CITY, D. C., Jan. 21, 1859.

Dear Sir:—The bill has been adopted, advertising for proposals for three routes for the Pacific railroad, and is free for all sections. We now know where we stand. As a native of Pennsylvania, I prefer the northern route from the head of Lake Superior, because the greater portion of the iron rails, ties, coal, &c., will be shipped direct from Pennsylvania to the head of Lake Superior. I also know that the distance from Lake Superior, is several hundred miles shorter than by any other route; that the grade is much less; that the road would pass through a rich agricultural country, partly level prairie, watered by noble rivers, and abounding with buffalo; that for summer traffic, over some thousand miles of this we not have been already laid by the same great engineer who built the lofty ramparts which prevent access to San Francisco from the east. First division is from Quebec to the City of Superior, via St. Lawrence river and the lakes, over two thousand miles of ship navigation. Second Division, from Breckenridge on the Red River of the North to Fort Edmondson, on the Saskatchewan, near the Rocky Mountains, two thousand miles of steamboat navigation—total, over four thousand miles of inland navigation. From my knowledge of the Lake Superior country, I believe that the Northern Pacific Railroad should commence at the mouth of the St. Louis river, or Bay of Superior. This bay is about six miles long, and one wide, affording the finest harbor on Lake Superior, and do not hesitate to say, in the United States, for this purpose. A few miles have been driven near the entrance of the Keweenaw river, into this bay, for a large railroad pier. The U. S. military road presents great facilities for laying the rails; its level, requiring scarcely any grading. Commencing on this road at Turtle Lake, 20 miles from Superior, contractors have nearly completed a new stage road to Crow Wing, on the Mississippi, 120 miles above St. Paul. Now, here is almost 100 miles, more, nearly a level road, and over which a railroad could be laid at a comparatively small cost. Besides the freight alone on iron rails, &c., &c., from Pennsylvania to the City of Superior, would be trifling compared with that paid for rails for the Central and Southern routes. (It is to be regretted that at present there are not iron foundries on Lake Superior, as our iron is the best in the world.) There are now over 300 English Engineers under Captain Palliser, surveying for a Pacific Railroad through British America, near the Pacific. I have no doubt but that English capitalists would gladly assist in building our northern route. The fact is, the English will build their road if we do not undertake them. Let government appropriate sufficient land, and the Northern Pacific Railroad will be the first one completed. It is proved that snow never falls to as great a depth there, neither is the force of the wind as great, as along the central route. I am constantly receiving letters and newspapers by mail from Superior, in from 7 to 9 days from date.

Very truly, &c.,

JAMES R. KITCHIE.

Stage Road from Fort Benton to Walla Walla.—Congress appropriated \$100,000 in January, 1859, to complete the stage road from Fort Benton to Walla Walla in Washington Territory. This is another link in the Northern Pacific Railroad.

ST. CROIX AND LAKE SUPERIOR RAILROAD.

The route of this railroad is from the St. Croix Lake at Hudson, between Willow and Apple rivers, to the junction near Range 12, T. 89, thence branching to Superior and Bayfield by the most direct route.

The St. Croix and Lake Superior railroad received a magnificent Land Grant from government of about one million acres of land to aid in its construction. The route was duly surveyed and approved by government, in September, 1858. The contract was let to Mr. M. L. Noyes, who shipped a large quantity of groceries, stores, &c., to Hudson, Wisconsin, before the close of navigation, in 1858. The contractors had 100 men at work, January 1, 1859, and over a mile had been graded through the bluffs near Hudson, ranging between 30 and 60 feet deep. About the 1st of February they reached the prairie, which needs but little grading for at least 30 miles. It is the intention of the contractor to employ 1000 men in the spring. He is to receive all the Land Grant, which of itself will build the road. When this railroad is completed, an astonishing revolution will be made in the transportation of freight and travel to the northwest. The following tables of distances prove that the Lake Superior route is not only the nearest, but by far the cheapest means of shipping freight to the northwest, and a saving in time of from ten days to two weeks; proving that the trade of Minnesota and its flourishing cities of St. Paul, St. Anthony, &c., will be tributary to the City of Superior. Let us take New York as a starting point, and St. Paul as the head of navigation of the Mississippi as the terminus:

	MILES.
From New York to Chicago, by Canal via Buffalo, and steamers via the lakes,	1280
From Chicago, by railroad to La Crosse, and via steamboat to St. Paul,	462
	1742
From New York to Buffalo via canal,	400
From Buffalo to City of Superior via lakes,	908
From City of Superior via railroad to St. Paul,	180
	1490

Showing a difference of 236 miles, and two transshipments less in favor of the Lake Superior route. When the St. Croix and the Lake Superior Railroad is in operation, the greater part of the visitors who daily ascend the Mississippi to St. Paul, and I have known of from 700 to 1,000 arrivals there in one day, in the height of the travelling season, will cross over to the City of Superior and embark there in our splendid lake steamboats in preference to returning homewards over the same route. In 1850, the number of steamboat arrivals at St. Paul were 104. In 1858, the arrivals were 1066!

MINNESOTA AND NORTHWEST RAILROAD.

This road will use the track of the Minnesota and Pacific railroad, now ready for the rails as far as Anoka, (23 miles distant from St. Paul. From thence, it runs to the City of Superior. It is also proposed to extend this road along the north shore to Pigeon river, the national boundary line.

MILWAUKIE AND HOBICON RAILROAD.

This road is to run from Milwaukee, northwest, to the City of Superior, 325 miles. It is already in running order, over one hundred miles from Milwaukee.

CHICAGO, ST. PAUL AND FOND DU LAC RAILROAD.

This company have also a charter for a road northwesterly from their present terminus on Lake Superior to the St. Louis river or Bay of Superior with the Land Grant privilege attaching to it.

SUPERIOR AND STATE LINE RAILROAD.

This company was chartered by the Wisconsin Legislature, January 1859, with ample privileges to connect with any of the other railroads, which are to terminate at Superior. Its depot grounds will be located somewhere at the mouth of the Keweenaw river. It is the intention of the company to commence operations immediately. Such is the picture of the country back of Superior, and its supplies of timber, together with the fact that the iron rails, ties, etc., can be landed here within four days, from Cleveland, Detroit, or Chicago, that this road, I believe, could be built at the rate of \$30,000 per mile. Extend this road and it becomes the true Northern Pacific Railroad.

STAGE ROADS.



The military road from Superior to Point Douglas, on the Mississippi below St. Paul, commenced several years ago by the United States government, is yet in an unfinished state requiring near Superior, but a small outlay to place it in good order.

In the winter of 1858-9, the mail and passenger sleighs left St. Paul for Superior, three times per week. Fare \$40. They sometimes made the trip in 26 hours. Should stages run the summer of 1859, travellers may connect at Superior, with splendid sailboat lake steamboats, for Detroit, Cleveland and Chicago, and at St. Paul, with the Mississippi steamboats for St. Louis, New Orleans, &c. Mr. G. Dobbs, mail contractor and proprietor, furnished me with the following distances and stopping places of his teams, viz: Superior to Twin Lakes, 22 miles; Tranton, 0; Mooselake, 12; Fortuna, 13; Deer Creek, 13; Snake river, 17; Bushby, 11; Goose Creek, 5; Sunrise City, 5; Middle Branch, 14; Columbus, 11, and St. Paul, 25; total, 150 miles.

The land along this road is open to settlers at one dollar and a quarter per acre. A winter road to Norwood on the Upper Mississippi was opened in the fall of 1857, and has opened to Superior an important trade with the lumbermen of that vicinity, who will henceforth receive all their supplies from this place.

SUPERIOR, MILLE LAC AND CROW WING ROAD.



The proprietors of Superior have appropriated \$25,000 to open a stage road to Crow Wing on the Mississippi, to secure the whole trade of the country adjacent, and that of the Red River of the North and Hudson Bay territory. The contractors for the county commenced September 27th, 1858, at the corner of Second street and Robinson avenue, (U. S. military road,) and graded this road as far as the State line; from thence, Messrs. Robbins and Moore, contractors, opened a road to Mille Lac, which will be completed to Crow Wing.

The Red river fur traders, who now visit St. Paul yearly, in caravans of several hundred wagons, will reach Superior via this new road, and ship their furs direct to Europe. The supplies for the Hudson Bay company will be shipped from England direct to Superior, and thence, via this new road to Crow Wing, Pembina, and other trading posts, as far as the Rocky Mountains.

SUPERIOR AND SEATTLE U. S. MAIL ROUTE.—The bills appropriating 5200,000 for a U. S. Mail route from the City of Superior to Seattle, in Washington Territory on the Pacific ocean, passed the Senate, but was lost by the House refusing to pass the Post Office Appropriation Bill. The British mail steamer, with the mails for the Hudson Bay territory, will, on completion of this road, stop at Superior instead of the present depot at Pigeon river.

SUPERIOR AND STATE LINE PLANK ROAD.—Is a chartered company. This road will run out Nettleton avenue, on the old U. S. military road, to the State line.

MINNESOTA POINT AND KNUKE RIVER PLANK ROAD.—Is a chartered Company. This road will run from the head of Minnesota Point to Knuke river on Lake Superior. The road to Norwood at mouth of Swan river and Pembina, on the Red River of the North, latitude 48 degrees, connects with this plank road at Du Luth.

There are other mail routes now open, viz: to Bayfield and Ontonagon on Lake Superior, and also along the "north shore" of Minnesota to the saw towns. There is also a steam ferry company chartered to run small steamboats between the foot of Hollingshead avenue and Minnesota Point.

COPPER AND IRON.—The reader is referred to the Guide Book on Wisconsin and Lake Superior, for a description of the vast mineral resources of Lake Superior, its mountains of iron ore, and extensive veins of

on the lake. This is one of the advantages of our position, and if we had 10,000 bushels to spare, could dispose of them all at a profit, after paying *three shillings* a bushel for them here.

* **STEAMER ARRIVALS.**—The following are the arrivals of steamboats, only from the lower lakes: In 1855, 23; 1856, 40; in 1857, 69. The steamer *North Star* reached the City of Superior about the 21st of April 1858, and returned to Olerland, Ohio, into winter quarters, Nov. 21st. Were it not for the closing of the St. Mary's river, there would have been unobstructed navigation to Superior, throughout the winter of 1858.

NEMADJI RIVER.

This beautiful stream divides the City of Superior as laid out by the "Proprietors," into nearly equal parts: East and West Superior. It is from twenty to thirty yards wide, and unobstructed by rapids for over ten miles. On one of its tributaries, copper ores have been discovered in large quantities. Near the head waters of this river are extensive forests of the finest varieties of timber, and many lumbermen are employed in floating logs to Superior. The country between the Nemadji and St. Louis rivers, is alluvial and heavily timbered. A large portion of the land is taken up by settlers, who have made considerable improvements, and some of the best farms in Douglas county are along its banks. The banks of the beautiful Nemadji—Indian name for left hand—are overhung with verdure; and one of the favorite excursions of strangers, is to ascend this river in boats, visit the farms, etc.

ST. LOUIS RIVER.

This river, considered the primary source of the St. Lawrence, rises in the northeastern part of Minnesota, and enters Lake Superior on the west. Near its outlet, it widens into what is called the Bay of St. Louis, and from Connor's and Ble's Points into the Bay of Superior. The tributaries of the St. Louis approach within three or four miles of those of the Upper Mississippi, and the construction of a canal connecting the monarch of lakes, and the father of waters, with no doubt be accomplished in the course of a few years. The St. Louis flows through a rich alluvial country, partly timbered, and partly covered with natural meadows. It is very winding, with numerous islands, and is navigable for steamers to the village of Bon du Lac, about twenty miles from Superior. In the shallow places, wild rice grows in great abundance, and immense quantities of excellent building stone and slate are found along its banks near Bon du Lac. It is supposed from surface indications, that mineral ores abound, and certain formations prove that the lake once extended here. There are also large quantities of excellent lumber out on its shores. A great many farms have been opened along the banks of the St. Louis, particularly on the Minnesota side, by industrious settlers, at a cost of a *Land Warrant, or one dollar and a quarter per acre*. The size and quality of wheat, vegetables, etc., raised are truly extraordinary! The propeller *Seneca*, makes tri-weekly excursions from Superior to Bon du Lac. I recommend this delightful trip to all visitors. Many travellers ascend the St. Louis and tributaries in canoes, then their voyagers carry the canoes, baggage, etc., across the portage, and launch again on one of the tributaries of Sandy Lake, thence down the Mississippi to St. Paul. This is a delightful trip, requiring from seven to ten days—a good canoe and stout voyagers to manage it.

DOUGLAS AND LA POINTE COUNTIES.

"These are the most northerly counties in Wisconsin, bordering on Lake Superior, and containing within their present boundaries, every variety of soil, timber and minerals to be found in the Lake Superior region. They are well watered by numerous streams flowing into the lake and St. Croix river. In the vicinity of all these streams, alluvial bottoms of the best quality for farming purposes, offer rare inducements for settlers, at *one dollar and a quarter per acre*. Upon these lands, the wild hop, of an excellent quality, grows spontaneously; wild plums, currants of several species, gooseberries, raspberries, etc., grow in abundance. Almost every township possesses several varieties of soil, suitable for grass and wheatlands, and is now open for pre-emption by settlers at government price. White and yellow pine, hemlock, sugar and bird eye maple, and oak are abundant, also white cedar for staves, fencing and boat building, besides tamarack and birch. These varieties constitute no small portion of the wealth of these counties. Almost every acre of these lands contain timber enough to more than pay for their cultivation." The timber is cleared off with the greatest ease, singular as it may seem to those accustomed to clearing the forests of New England, Ohio, Kentucky, etc. The roots here appear to be mostly upon the surface. I am at a loss to account for the disappearance of the original forest; occasionally, one meets with, near the lake, a gigantic pine tree, or the decayed trunk of a monarch of the forest, lying across the trail, but the greater portion of the timber along the shores of the lake, is of second growth, and caused evidently, by the action of fire. The decay of vegetation in this region is very rapid.

LASALLE is one of the prettiest town sites I know of, in Douglas county, Stoniz township, T. 49. R. 10., on the shores of the lake, situated at the mouth of the Brulé river. I camped several days on this site. Messrs. Speaker and Coburn, E. McQuaid, Z. Brown, and several others, and a few Indians had their fishing stations here, and exported large quantities of white fish, muskell, and lake trout.

BARK POINT is a town site laid out on Bark Point Bay, La Pointe county, forty miles distant from Superior.

COUNTRY BETWEEN LAKE SUPERIOR AND THE MISSISSIPPI.

"The region between the head of Lake Superior and the Mississippi, is a rolling, well-watered, and generally well-timbered country. The soil varies from a dark brown clay, mixed with gravel, to a light sand. The timber includes some very valuable pine, oak, ash and maple. The road, as located from Superior to the mouth of Willow river on the Mississippi, crosses *fourteen* streams of water, from ten to forty feet in width, and passes twelve deep clear lakes, from one half to three miles in length, some of them apparently without any outlet, and well stocked with fish. The streams are skirted with good, dry meadows, of blue joint and red top grass—the latter being as good grass as grows in the western country. The streams were once frequented by beavers, the remains of whose dams and houses are still visible. The soil on these meadows and near the streams is a deep, rich gravel, intermixed with clay and sand, and the more open places abound in wild fruit, including the grape and the cranberry. Wild hemp also grows spontaneously. The

bottoms on the Upper Mississippi are as rich as the bottoms of the great rivers in a more southern latitude. Giant oaks, and wide spreading elms, the tall and graceful poplar, and the firm limbed maple, grow as large and thrifty as in the far famed valley of the Rock river of Wisconsin and Illinois; and no wonder, for the soil is a rich, black, sandy loam. Corn, potatoes, and other vegetables are raised by the Indians and traders throughout the whole region from the lake to the Red river. The missionaries at Leech, Sandy and Cass lakes, and at Red lake, in latitude 48°, north, raise from fifty to seventy bushels of corn to the acre, a fact well known to those who have visited the country. Game, fur and fish are very abundant in the whole of this region, and it has been remarked, that no portion of North America is so well adapted as this for the first settlers to gain an easy livelihood. Woodland, prairie, meadows, streams of water and lakes, alternately succeed each other, as the traveller passes over this uninhabited but interesting country, which, a few months ago, belonged to the wild red man of the forest."

NORTH SHORE OF LAKE SUPERIOR.

"There is no part of the northwest more important to the prosperity of the City of Superior, than that portion of country known as the North Shore lying in Minnesota, along the head of the lake and composed of the counties of St. Louis and Lake. These counties extend from latitude 46° 40', to 48° 40', or about 140 miles north and south, and from the mouth of the Wisconsin river, the United States boundary, west nearly to the Mississippi, a distance of about 150 miles east and west. These counties contain an area of nearly 10,000 square miles, are watered by numerous streams, some of which flow into Lake Superior, into the Mississippi, and others flow north into Hudson Bay, by way of Lake Winnipeg. I believe it requires but fifteen days of canoe voyaging from the City of Superior to Port Albany on Hudson Bay. The geological character of a large portion of this region is good for mining purposes. I have examined many very rich specimens of pure copper ore obtained from Kettle and Stuart rivers. Geologists and others, who have long resided among the copper mines of Michigan, assured me that the surface indications of the "North shore," proved the existence of veins much superior to those of Michigan. Around Grand Portage and Elk River, iron ore is deposited in beds of considerable thickness, and further explorations may discover valuable mines."

"The North Shore is covered with a heavy growth of timber; pine abounds in inexhaustible quantities, intermixed with maple, oak, spruce, birch, fir, elm, poplar, basswood and cedar; the beautiful mountain ash is found upon the banks of all the streams and numerous lakes."

"The soil is a deposit of clay and sand intermixed with the decomposed mineral bearing rocks, and containing the oxide of iron, magnetic iron, sand and other minerals; and at whatever depth it is turned up, will produce any of the usual grains, or vegetables in abundance, and of a size and quality far superior to the productions raised in the Atlantic States. Between the heads of the St. Louis river and the village of Buchanan are some two hundred farms under cultivation, having from five to fifty acres of land cleared for crops the coming season. At Beaver Bay is a thriving settlement of Germans, numbering, in 1868, over four families. Farms are also being opened at various points along the shore below." At this portion of Minnesota, I open to settlers, at one dollar and a quarter per acre.

TOWNS AND VILLAGES.

Pon du Lac, T. 48, R. 15, is prettily situated on the St. Louis river, distant about twenty miles by water from the City of Superior in St. Louis county, Minnesota. It was formerly an important trading station of the American Fur Company. The surrounding country is of unrivalled fertility, and rapidly filling with industrious settlers. An Indian payment annuity takes place here. It has a hotel, dock, etc., and, in my opinion, is one of the prettiest sites for a town anywhere near to Superior.

In 1850, the propeller Manhattan, chartered by the American Fur Company, rounded the St. Louis river without difficulty, and unloaded her freight at this place. Col. R. B. Corcoran and Alexander Paul, Esq., offer great inducements in the sale of town lots to settlers. Mr. Paul has one of his trading posts here.

Wadena is laid out on the Wisco River, opposite Pon du Lac, by a Company who have erected a hotel, etc. A wagon road is projected from this point to Sandy Lake. Malla City, on the St. Louis river, a few miles above Pon du Lac, and Twin Lake, are town sites recently laid out in St. Louis County.

Mitroch is situated a few miles below Pon du Lac, in St. Louis County, on the river. Messrs. Keeley, Ford & Co., of Philadelphia, have a saw and grist mill here.

Oxart, T. 49, R. 15, the largest settlement of the North Shore, is very prettily situated on the Bay of St. Louis. E. P. Ely, Esq., owns the tract, and also one of the oldest white settlements of this region, has an extensive saw mill in operation, and exports a large quantity of lumber, shingles, etc., to the mining towns on the lake. Mount Ontario, one of the "Minnesota Harp," then back of Oxart to a height of about nine hundred feet, and a magnificent view is presented from its summit of the Bay of St. Louis, Superior and the Lake.

Jack's Point, in connection with Connor's Point, on the Wisconsin side, separates the Bay of Superior and St. Louis. The channel of the river here is over fifty feet deep. Thirty hundred and twenty acres of this point was lately laid out into town lots by Dr. W. H. H. Esq., one of the first residents of Superior, who offers them for sale on the most reasonable terms.

It seems to me that this point is one of the most eligible locations for a railroad to reach the Bay of Superior; and that the line will doubtless come when a magnificent structure will span the bay from Connor's to Jack's Points, and over which a railroad will enter the City of Superior.

Du Larn, T. 50, R. 14, is situated partly on the head of Minnesota Point. A large steam saw mill and a few frame houses have been erected in the last two years.

Maproquet, a town site on Minnesota Point, between Du Larn, and the village of George R. Sparks, Esq. Portland and Maproquet, T. 50, R. 14, are very prettily situated near the head of Lake Superior, and from the extensions of Dr. Robinson and others will no doubt soon be a thriving place. A pier and several houses have been erected. Portland is the seat of the U. S. Land Office for the North Shore of Minnesota. Hon. Samuel Clark is the Register and Mr. Whipple the Receiver.

At some future day, and by no means distant, when our railroads are in running order and the Northern Pacific road passing into Superior the treasures of Asia, Oceania, Australia, Africa and South America, India will be one continuous row of dwellings, stores, docks, etc., along the entire front of the Bay of Superior, and also for miles along the head of the lake; then the Bay of Superior will present a busy aspect, and will be thronged with a fleet of vessels loading the flag of nearly every nation.

Brillville, Carlton and Montross are town sites laid out a few miles distant from Indian.

Woodland, on Grand Lake, Vauclay, on Rice Lake, are town sites recently laid out in St. Louis County.

Brownland, T. 51, R. 15, is prettily situated on a small bay about twenty miles distant from the City of Superior. It has a pier and hotel. A Copper Mining Company was organized and will commence operations in the Spring of 1869.

Honkewah, T. 52, R. 15, the county seat of Lake County, Minnesota, is prettily situated on a rise of about fifty feet above the level of the town site, a vast wall of rocks rises to a height of over sixty feet from the water's edge; on this summit is an extensive promenade, called very appropriately, "Currier's promenade," in compliment to David Currier, Esq., one of the first settlers of the town.

Maproquet, Elkmanah, Sarnowick, Kinton and Hinkawha are also town sites, situated on the north shore of the Lake.

Bayview Bay, is a thriving settlement of Germans, who are doing remarkably well in raising crops on this rich soil, which they purchased of Government at the rate of ONE DOLLAR AND A QUARTER PER ACRE. They have a saw mill, and one fine hundred acres under cultivation, and cannot fail to become a prosperous community.

no Pomorie, is situated on Wigron River, near the British line. It is celebrated for its *trout* in fact, fish, etc. in plan payment annually occurs here, and is the occasion of a great gathering of the Chippewas. *Isle Royale*, this island is celebrated for its harbor, copper veins and fisheries. Messrs. McCulloch & Elliott have extensive fisheries here. The scenery along this region is as attractive, if not more so, than any other portion of Lake Superior.

AGRICULTURAL RESOURCES.

I intend this publication more particularly for the benefit of agriculturists—the farmer, mechanic, laboring man, and foreign emigrant—who desires to settle upon our rich government land worth one dollar and a quarter per acre, and enjoy this pure and healthy climate. *I shall prove by an unanswerable array of facts and figures, that the lands around the City of Superior, are in reality worth as much as those in the interior of Illinois, and much more than those of Kansas or Nebraska.* That it costs more to raise a bushel of grain, etc., in both Illinois, Kansas and Nebraska—in the one, from the high price of land and transportation, and in the other from the rate of transportation alone to market. Every one knows that reepliment, railroad freight, charges, etc., from Kansas to Chicago and New York, are enormous. While Superior freight may be landed as New York, *viz.* the Erie canal, Philadelphia *viz.* Delaware and Raritan canal, also at Baltimore, &c., or at Liverpool without reepliment! Therefore, every bushel of grain raised in Illinois costs more on account of the farmer paying from \$15 to \$30 per acre for his land, and then having to compete with the Superior farmers, who pay but \$1.25 per acre. While the Kansas farmer is obliged to send his grain nearly twice the distance to market. And to say nothing in comparison of the pure northern atmosphere of Superior, and the keen winds, fever, ague, etc., of the other. The cost of breaking and fencing a prairie farm, will be given from the statements made by the agent of the Illinois Central Railroad Company, and the farmer, mechanic, laboring man and emigrant who wishes to select a healthy, rich and cheap home, from government land, can, from these statements, conclude whether or not, to settle in or near Superior. Agriculturists only are wanted—without them no country can prosper. There are millions of fertile acres in this neighborhood, waiting for industrious men to occupy them. It requires neither manure nor scientific principles to raise vegetables in profusion upon this virgin soil, and a large portion of the crop of last season, was raised by mechanics.

Our first frost occurs generally about the 20th of September. The first heavy frost of 1868, occurred the 7th of October, and caused but trifling damage. The heaviest frost I ever met with, was near Washington, D. C., October 28th, 1838, while on my way to the U. S. Agricultural Exhibition; we have no such damp inflections on Lake Superior!

In an address delivered in St. Paul, Governor Ramsey says, in relation to the valley of the Red River of the North, "That so great is the luxuriance of the grasses in this valley, that the buffalo winter there and find food by pawing away the snow to get at the sward beneath. Even at its *utima shade*, at Pembina mountain, latitude 49°, where I stayed with Rev. Mr. Elecourt, on the night of October 2d, 1851, water-melons and cantaloupes were served to us for desert, and the first frost that occurred sufficient to kill those vines, was on the very night I passed at that point, at which is located the thriving settlement of St. Joseph. We also saw Indian corn raised here." Again, he says of a portion of this region: "It is a paradise of beautiful lakes and groves, and waving meadows rank with wild fine grasses, often as tall as a man riding on horseback. This is a glorious valley, and wide savannas of the Red River of the North itself, clear up to Pembina, near the British line, inviting the farmer, whether stock-grower or grain-raiser, to luxuriate upon its fertile bosom—a land flowing with milk and buffalo."

In this connection I will remark, that Superior and adjoining country is perhaps one of the most favorable regions in the world for raising and fattening cattle. The steadiness of the climate is peculiarly adapted to raising stock of all kinds.

Mr. Ross Wilkinson, who has a farm near St. Paul, Minnesota, informed me that he planted a quantity of the variety known as the *eight-row yellow flint corn*, the 27th of May, 1868, and raised 60 bushels of *shelled corn* to the acre. He also sowed the "white blue stem," winter wheat, from Allegheny county, Pa., and raised on the sod, wheat weighing 67½ pounds to the bushel, and 45 bushels to the acre. He raised among other vegetable curiosities, an Egg plant, 8½ inches in diameter, and 202 inches in circumference. *No waxes were sent.* We are greatly interested in the prosperity of the farmers of Minnesota, for their grain, etc., must find its outlet to market, and be shipped for Europe, from the City of Superior.

INDIAN CORN.—It has been asserted that we cannot raise Indian Corn as a permanent crop. I have only to say, that the best crop I ever raised, was raised in and near the City of Superior, by Messrs. Shogren, Chassou, Milt. M. & Wright, Grant, Newton, Bay, and others, some of it was from seed sent from Philadelphia. I exhibited eight different varieties of corn at the sixth National Exhibition, held at Richmond, Va., October, 1868. Mr. T. Burke, of Red Cliff, near Superior, furnished me, September 7, with samples of well-pated corn, almost too old for the table, raised from seed from the Red River country, latitude 49°. I sowed corn in Bayfield and La Pointe, near Superior, which was full ripe August 15th. And finally, the market of Superior was well supplied with corn of many varieties, from the middle of August until the middle of October, at prices ranging from fifty to twenty-five cents per dozen. A stalk of corn, eleven feet six inches long, bearing an ear fourteen inches in length, and well proportioned, was raised on the St. Louis river, from a grain plucked up on Quabbe Pier, Superior, and exhibited in the fall of 1846. One farmer cleared \$750 on an acre of this early corn. The missionaries stationed at Red Lake, four days north of Superior, say that no crop is raised or more abundant *soil than their Indian Corn!* Several of our citizens had their surplus crop ground for family use. Mr. Pike, near Bayfield, says his corn yielded him about 40 bushels to the acre.

Tobacco.—*Sagadah.*—Mr. W. H. Chassou, horticulturist of Sweden, who resided a few years in Kentucky, has raised for the past three years several varieties of extra fine tobacco, better, he thinks, than any he formerly raised in that state. I exhibited several specimens of his leaves, 2½ feet in length, at the U. S. National Exhibition.

Sugarcane.—I received a few extra fine sugars of Mr. Chassou's manufacture, the first I believe ever raised and made on Lake Superior, and above the 45th degree of north latitude.

The sorghum or sugar cane seed, from Mr. Peabody Morris, Chester county seed store, Philadelphia, planted by Mr. Chassou, arrived at maturity, and averaged in height over eight feet.

Wheat.—*Wheat.*—The first winter wheat was raised as an experiment by the Messrs. Wright, October 12, 1868, and was of a better quality than three-fourths of the wheat grown in the United States. A considerable quantity was grown in 1868, and from the large number of bushels planted September and October, 1868, it is very probable that our farmers will find it necessary to ship their surplus flour to Cleveland, Detroit or Chicago, instead of importing from those cities as heretofore. I exhibited a variety of winter and board wheat. The heads were larger, and the grain plumper and heavier than any at the United States Exhibition or any others else. Several of the largest grain merchants at Cleveland, and Detroit, assured me these samples were far superior to any they had ever met with. Heads of wheat, measuring from five to six inches, are very common.

We can beat the Union in raising winter wheat, and why? Because the snow covers the tender sprout all winter.

THIS DIPLOMA FOR COMMENDATION,

For a variety of specimens of the Agricultural products of the shores of Lake Superior;
is awarded to James S. Ritchie, by the

AGRICULTURAL SOCIETY,

At the Sixth Exhibition, held in Richmond, Va., October, 1858.

BEN PERLEY POORE, Secretary.

TENCH TILGHMAN, President.

THE FRANKLIN INSTITUTE EXHIBITION, held in Philadelphia, October, 1858, published in their Annual report the following: "The Committee on Agriculture deem it proper to notice a collection of potatoes, beets, tobacco, and varieties of Indian corn, Hungarian grass, etc., from the City of Superior, presented by James S. Ritchie, remarkable for their size and rapid growth."

THE PENNSYLVANIA STATE AGRICULTURAL SOCIETY in their report, say: "A very interesting display of vegetables, etc., was made, Philadelphia, Nov. 16th, 1858, by Mr. James S. Ritchie, grown at the City of Superior, Lake Superior, consisting of large and reputed excellent potatoes, some ten kinds; a monstrous turnip; four varieties of corn; a specimen of Hungarian grass; bearded and other winter wheat, tobacco, hops, peas and beans cultivated on the unmanured soil of that region. The committee call attention to the potatoes of large size, turnips, tobacco, and cereal and grain, raised in the unmanured ground in the City of Superior, Lake Superior, exhibited by Mr. James S. Ritchie."

The newspapers of Lake Superior, Wisconsin, St. Paul, Minnesota, Detroit, Michigan, Cleveland, Ohio, Harrisburg and Philadelphia, Pa., and Washington, D. C., also noticed the unusual size and appearance of these specimens, as did D. J. Brown, Esq., Chief Clerk U. S. Patent Office. The Philadelphia Public Ledger of November, 1858, contained the following: "THE SUPERIOR AGRICULTURAL PRODUCTIONS.—We have been requested to say, that although the potatoes, etc., sent here from the City of Superior are bruised and considerably shrank up by the heat of the rooms in which they have been exhibited, yet the owner is anxious for competition, and will meet the farmers of Pennsylvania, New York, New Jersey, or any other State, at the next monthly meeting of the Pennsylvania Horticultural Society, held on the second Tuesday of December. Then and there he is ready to submit the case to judges appointed by the Society, or whoever the meeting may select." I need hardly add, that no farmer from either of the States mentioned had the temerity to appear.

The diplomas and other testimonials, coming from such high sources, were particularly pleasing to me, who had the pleasure of representing for the first time on record, the Lake Superior region at a National Agricultural Exhibition, and of competing successfully with the products raised in the City of Superior, Douglas and La Pointe counties, and Bayfield, Wisconsin, St. Louis and Lake counties, Minnesota, with those from all parts of the Union. Thus settling the question of climate, soil and market of the City of Superior.

No wonder the President of the U. S. Agricultural Society, remarked: "Here is a person who has travelled nearly 2000 miles to compete with us." Yet my journey to Richmond, Va., was made in seven days and ought to have been within six! Including all stoppages, nearly 1000 miles were travelled in a steamboat on the lakes. Thus passing through nearly nine and a half degrees of latitude, and sixteen of longitude. Do not these facts prove the greatness and extent of our Union? In this connection, I will add, that the farmers of St. Croix county, over one hundred miles south of Superior, were awarded the first premium at the Wisconsin State Exhibition, held in Madison, in 1856, for spring and winter wheat, corn and vegetables.

U. S. AGRICULTURAL SOCIETY.

The Seventh Annual Meeting of this Society, was held at Washington, D. C., Jan. 12th, 1859. Delegates from nearly all the States, and some of the Territories were present. I represented the northern part of Wisconsin, Minnesota and Lake Superior. President Tilghman, in his annual address, thus remarks in relation to the Sixth Annual Exhibition: "The number and character of the delegates from other States, and from Canada, and the variety and remoteness of the points from which articles were brought, including a collection of very fine vegetables from Lake Superior, afford gratifying evidence of an increasing interest in the exhibitions."

I addressed the following letter to the Society which was referred to a Committee for publication:

WASHINGTON, D. C., Jan. 14, 1859.

GENTLEMEN:—As I am the first person who has represented the Lake Superior region, at any of your Annual Exhibitions; it is but doing that on this memorable occasion I should address a few remarks to this Society. I have the pleasure of meeting representatives from nearly all portions of the Union; but I stand alone, the sole delegate from that great region lying above the 45th degree of North latitude, and beyond the 90th of West longitude—a country hitherto almost unknown; its climate supposed to be inhospitable—its soil regarded as unfit for cultivation, and only worthy of note on account of its vast mineral treasure. Yet this region was partially explored by French missionaries and voyagers from Canada, several years before the arrival of the Pilgrim Fathers on the rock at Plymouth.

Knowing full well the prejudices entertained by most persons against the Lake Superior region, as an agricultural country, I determined to set myself an agricultural industry, and to enter into competition with the products of the Union at your Sixth National Exhibition. With these views, I purchased a variety of seeds in Philadelphia,

including Indian corn, sorghum or sugar cane, peas, beans, etc., and sent them to the City of Superior, at the head of Lake Superior, on the first steamboat. They arrived about the 2d of May, and were duly planted—some in a sandy loam, and others in black soil mixed with red clay. It must be remembered that the soil of the City of Superior, now numbering over 400 houses, was, in 1844, a dense wilderness, and that our first planting worthy of note, was in 1847. The soil is what is known as a government or wild land, worth one dollar and a quarter per acre, and covered with a scanty growth of pine and other timber; no manure was used, and the product astonished all beholders.

Travelling, as I had to, a great distance from Superior, nearly 1,000 miles of steamboat navigation on the lakes to Cleveland, Ohio, and from thence via railroad to Richmond, Va., nearly another 1,000 miles, it will readily be seen that to reach the exhibition in time, I could not encumber myself with much baggage, and merely brought with me a few specimens of corn, wheat, tobacco, potatoes, turnips, oats, buckwheat, barley, peas, beans, hops, timothy, clover, Hungarian grass, etc., etc., of extraordinary size and quality, raised mostly by men who had little experience as farmers, on government land and without manure. A few of these specimens were from St. Louis and Lake counties, Minnesota, La Pointe county and Bayfield, Wisconsin. These results you will agree with me are wonderful, and speak volumes in relation to our soil and climate. Owing to diversions on the lakes and railroad connections, the journey, through nearly 9 degrees of latitude, and 14 of longitude, occupied about 7 days, and I arrived at Richmond, Va., two days before time, on the day previous to the close of the exhibition and in a heavy rain-storm. A special committee was appointed, to examine my specimens, and they unanimously awarded me a special diploma of merit.

I will not detain you, gentlemen, with an account of the Lake Superior region, and that portion of country north and west of it, but will only remark that we have not the intense June and July sun of the Eastern, Middle and Southern States, but much longer daylight in summer, enjoy to our Northern latitude, than any other portion of the Union. The first heavy frost at Superior occurred Oct. 15th, 1853, and could not be compared to the frost I observed from the cars, two weeks later, between Baltimore and Washington. Our first sleighing was December 2d. Corn was fit for the table, August 15th, and I enjoyed out during the past summer over a month, while exploring the country, exposed to all kinds of weather, sleeping the greater portion of the time in the open air, on the sandy shores of Lake Superior, yet was not troubled with even a cold. The snow with us never falls to so great a depth as it does in New England, or the Prairie States, neither is the force of the wind as great—our variations in high many years by the U. S. Army Surgeons prove these assertions. The City of Superior is only distant about 80 miles further from New York by water than Cologne is, although several degrees further west. It has unobscured water communication with Europe via the lakes, St. Lawrence river and canals. In a few years, the wheat and other products of the far northwest and portions of British America will be shipped from this spot direct to Europe. We hardly realize that there is an inland navigation of over 3,500 miles from the Red River of the North, through Lake Winnipeg, and the Saskatchewan river and tributaries, to the Rocky Mountains, through British provinces about 11,000 miles. Fifty years ago, the commerce of our great lakes was mostly carried on by means of Indian canoes—now our active lake commerce for 1857 more than doubled that of the ocean, and exceeded the vast sum of \$200,000,000; in the next decade, will probably reach \$1,000,000,000.

I fully recognize the importance of these National Exhibitions, and trust that the great Agricultural class—the horse and horse of our country—will awake to the true interests, and that our men of high schools, colleges and medical firms, may be established in every State and Territory. It affords me great pleasure to add that the efforts of the U. S. Patent Office have been attended with the most gratifying results. The Chief Clerk D. J. Browne, Esq., has presented me with a variety of choice medals, etc., which will be carefully planted, and a full report made at the close of this season.

From my knowledge of the agricultural products of the City of Superior, I fear not competition from either the Northern, Southern, Middle, or the Western States in the productions I have mentioned, and trust that we may have an opportunity of competing with you all at the next annual exhibition of the society.

Allow me to return thanks to the President, General Tilden, Messrs. McClellan, Ben Potter, Pease, D. E. French, John Merryman, and the other officers and members of the Society, and also for the complimentary notice in the Seventh Annual Address of the President of the Lake Superior products. And now, gentlemen, I will conclude with hearty wishes for the future success of the Society and of the agricultural interests of our Union.

LETTER FROM A SWEDISH HORTICULTURIST IN REGARD TO OUR SOIL, etc

Superior, Douglas Co., Wis., October 24th, 1853.

J. S. RICHMOND, Esq.:

Dear Sir—While yet having an opportunity before you leave, to return for your kindness, in sending me last spring many varieties of seeds for experimenting here, I trust you will accept a few specimens, raised in a sandy loam, on the banks of the Nemadji, one mile from Superior, with a statement of the time of sowing and maturity. My 14th—Began the spring work on my garden, when beds of asparagus were made and planted from last year's seedlings, besides different sorts of peas, multiply and top; onions, barbed and turning round beets, persimmon, celeriac and scarlet radishes. The peas, onions and beets were ready for market the latter part of June, and the asparagus matured three weeks after the sowing of seed. May 10th—Planted Carter potatoes in drills 2½ feet, the rows between with eight inches, when dug, October 4th, the result from the half bushel planted was twelve bushels, like the samples I send you, (weighing three-quarters and one pound each.) May 11th—Planted the early sugar corn you sent me, the ears were fit for roasting the latter part of August. One third of a peck of the real Irish potatoes you sent me from Ireland, were cut with two or three eyes in each piece, and laid shallow in ridges, three feet apart, with one foot between the rows. The vines grew larger and thrifter than any other sort on the same soil, and when dug, October 10th, I had the gratification of counting twelve potatoes, averaging 1 lb. 8 oz. each, and the entire yield from the one-third peck was 4½ bushels. May 17th—Planted early Manhattan, Venturian and the Swedish brown bush beans. They were fit for the table the middle of August. May 21st—Planted the sorghum or sugar corn you sent me. When cut, October 30, the stalks averaged 8 feet in height. The corn at the same time measured 10 feet. The hops I send you were taken from my clump on Bluff Creek the middle of September, the usual time of gathering them in the wild state. My tobacco was raised in a sandy loam, and the leaves were at 2½ feet in length. Well, sir, from the above result, undoubtedly this will do for an acre that the soil about Superior will produce vegetables, etc., of the finest quality. The result is, that our soil with its manure is excellent, and will accordingly show a still better result in future, when properly cultivated and exposed to the atmosphere.

Very truly, &c.

T. H. COCHRAN, Horticulturist.

LETTER FROM WILLIAM MANN, Esq., JUSTICE OF THE PEACE, AND A PRACTICAL FARMER.

Superior, Wis., November 23, 1853.

JAMES S. RICHMOND, Esq.:

Dear Sir—Our farming season has now closed, and according to promise, I will furnish you with some remarks on the general agricultural capacity of the west end of Lake Superior. It must be borne in mind that this is only the third season that any attempt has been made at farming in this section of the country, and that the present season may be said to be the first that anything has been done. The result has certainly astonished not only the stranger, who has seen the products, but the agriculturists themselves.

Three years ago, the general belief among all classes then residing here was, that this could not be made an agricultural country. I must say this was never my opinion. The land in the greater part of this section of country is a rich soil, in some parts more or less mixed with sand and black loam. It is a soil that decomposes and rot-its nature well, and brings its great productive powers, although as yet scarcely any manure has been used, but where it has been used, the results have astonished the planter.

There have been a great many very fine vegetable specimens raised, and they were raised without any special attempt to raise extraordinary specimens; they were the results of the usual mode of cultivation for a crop. A few of these specimens were noticed by our local papers, and in a few instances by those at a distance. I am personally familiar with the facts that are here stated relative to the product and weight of most of the vegetables. The following extracts are from the "Superior Chronicle":

"We were shown four and a half bushels of potatoes, the product of a quarter of a peck of seed; the average of these potatoes was one pound each. This seed came from Ireland in April, 1855, and was sent to this place by Mr. James S. Little, of Philadelphia. They were raised by Mr. P. H. Chouveau, on the Nemadji river. Mr. Flayton, who planted about three pecks of the same seed, reports that he raised from them fifty bushels. He left a sample at this office. Mr. Charles Bell left with Mr. Strong, next door to our office, thirty-six potatoes weighing thirty-one pounds. Col. J. H. Carlton left at our office a cabbage weighing twenty-seven pounds; Mr. Thomas Hayes one weighing twenty pounds; Mr. L. F. Wheelock has raised some of the finest vegetables it has ever been our fortune to see. Among them are a number of cauliflowers weighing over twenty pounds. He sent one to this office weighing, when trimmed of all superfluous leaves, eleven and a half pounds, and measuring fifty-four inches in circumference."

The cauliflowers raised by Mr. Wheelock, were produced on red marl, or as it is generally termed red clay, well manured with stable manure. These cauliflowers were extraordinary productions, and he had cabbages that were of equal credit to their birth place. Ten turnips raised by Louis Reckford, weighed 130 lbs., the largest 17 lbs.

If these productions have been the result of a systematic effort to raise large vegetables, at large quantities, the experiments would not be any particular recommendation of the country with respect to its general farming qualities. But the results stated have been the product of ordinary farming operations, generally without manure, and cultivated with the hoe, without the use of the plow.

In addition to the above, we have a country that will raise and has raised good crops of wheat, the quality of which cannot be beaten in the best wheat-growing sections of the Union. Oats, barley, rye and peas, are abundant and sure crops. And hay, timothy and clover grow luxuriantly. The climate is peculiarly adapted to the cultivation of all these crops, from the fact that when winter sets in, there is no alternate thawing and freezing, the operation that kills the wheat, rye, timothy and clover in the Eastern and Middle States. When winter comes his heavy hand with us, he grasps everything firmly, and keeps it warm within his snow-covered bed, and he does not let go till the rays of the vernal sun are ready to start everything into life again. The absence of those cold winter storms so frequent in the Eastern and Middle States, is the principal reason why the cattle stand the winters with so little difficulty, and fatten up so quickly in the spring.

The natural grasses that abound in the valleys and alluvial bottoms, have so far produced all the hay that has been used at this end of the lakes; but as the amount of stock increases, it will be necessary to raise timothy, clover and other grass to supply their wants. And it will be equally necessary to good farming, to raise these crops to form rotation and produce manure.

The climate is as favorable for the farmer as it is for his crops and stock. The farmer who starts six months in the year from fever and ague, has indeed but little strength and little heart to do anything. The solubility of the atmosphere, its general refreshing temperature, keeps the farmer and his stock alive in a condition to drive his work ahead. There has not been time to turn the growth of the apple or pear, but there can be no question as to the full success of these fruits, as the climate and soil are just such as do in other countries produce these fruits in the greatest perfection. The smaller fruits, including several varieties of the rose-hedge, two kinds of red currant, the black currant, the raspberry, strawberry, whortleberry, several kinds of plums and other fruits are indigenous, very abundant and ripen in great perfection. The tobacco raised here from Havana seed, produced a superior quality, and closely resembled the fine tobacco from which it had its origin.

It is very difficult to convince persons who live east or south of us that we do not live in an hyperborean region, where frost and snow are almost perpetual. But this I can say for the truth. This is the 2nd day of November, 1855, and we have not had snow one inch deep yet, and not one-fourth part of the ground is covered at this time. The ground is warm and dry, the sun is shining, and keeps the crops safe. We shall shortly have a fall of snow, and that clean white blanket will keep everything warm until spring. It will then blow, and form what is called the "poor man's manure." Within a month, the snow-buried and myriads of blossoms were growing on Minnesota farms.

Yours respectfully,

WILLIAM MARCY.

U. S. PUBLIC LANDS, ETC.

The public lands of the United States, are that immense body of unappropriated and unsettled land, commonly called government lands, which have been acquired at various periods by treaty and purchase. The Act of Congress, known as the great Pre-emption Act, was approved September 14th, 1841, and is the best protection ever devised for the poor and industrious man against the speculator and capitalist. It gives to every one who is the head of a family, whether a widow or any man over the age of 21 years, and being a citizen of the United States, or having filed his declaration of intention to become a citizen, as required by the naturalization laws, who has made or should make a settlement in person on any public lands to which the Indian title has been or should be extinguished at the date of settlement, said land having been surveyed, who shall inhabit and improve the same, and erect a dwelling thereon, the right to enter any number of acres, not exceeding 160 in one body, to include the residence of such settler, upon paying to the United States the minimum price of such land, viz: \$1.25 per acre, on a Government Land warrant, which now is worth about 30 cents per acre. The right is restricted, however, to such as did not own 320 acres of land at the time of settlement; and no one is allowed to enjoy it who shall abandon a residence on his own land to settle upon the public land in the same State or Territory, and the right can only be enjoyed once under this Act. The blessings of this law to individuals and families, and its advantages to the government itself, are incalculable. Thousands upon thousands of indigent families have thus been enabled to obtain comfortable homes, and, by means of their settlements, our western wilds have been subdued into civilization, and covered by the farms of a prosperous and happy people.

Were the fact fully understood among those now emigrating to the west, that an immense amount of the very best mineral, agricultural and timber land is still unentered around the City of Superior, which would, in as favorable situations in Kansas and Minnesota, readily command from \$15 to \$20 per acre, there could hardly fail to be tens of thousands pouring in to take possession of this region. To pre-empt means to occupy. The settler leaving his family at home, until he makes his arrangements, on arrival at Superior, examines the land and makes his selection. He then files a written notice of his intentions at the U. S. Land Office at Superior, describing the land, etc. See page 314 of 3d edition of Wisconsin and Lake Superior. The necessary affidavits are there given for those making a claim. He then rents a shanty or house, cuts down a few trees, covering a half acre, clears it off, plants grain or vegetables, then receives his certificate from the U. S. Land Office.

Emigrants should remember that almost the only portions of U. S. Public lands yet unentered are in Kansas, Nebraska, parts of Minnesota, Dakota, and the other territories far distant from market. The

freight or grain, etc., by river, railroad, reshipment, etc., from either Kansas, Dacotah, Southern Minnesota, to Eastern markets, makes the public lands there in reality cost the settler not less than \$5 per acre, besides the scarcity of lumber, and the difficult and expensive task of breaking in the prairie soil. Now is the best opportunity ever offered to select a fine farm near the City of Superior.

I am in favor of giving every person who is the head of a family, over twenty-one years of age, and a citizen of the United States, or who has filed his intention to become such, according to the Naturalization laws, a quarter section of any vacant or unappropriated land, as a free gift, from government, or at least ten years free of rent, if he holds the same by actual settlement and cultivation. It is the duty of government, in disposing of its lands, to protect the pre-emptor against the speculator and capitalist. The men who own and cultivate farms are themselves our best wealth. The poor and destitute can in no other manner be so well helped, as by being put in the way of helping themselves, and the honest industrious farmer, mechanic and day-laborer, would be able to get a home, and thus become independent.

THE HOMESTEAD BILL.

This great measure passed the U. S. House of Representatives by a vote of 120 to 70, but was postponed by the Senate, to consider the Appropriation Bill, which prevented its passage, as the Session was about closing. It is, however, merely a question of time. The next Congress will doubtless pass this "Bill," and preserve the Public Lands for the industrious settler, and as President Buchanan remarked in his inaugural address, "We shall thus not only best promote the prosperity of the new States by furnishing them a hardy and independent race of honest and industrious citizens, but shall secure homes for our children, and our children's children, as well as those exiled from foreign shores, who may seek, in this country, to improve their condition, and to enjoy the blessings of civil and religious liberty."

COMPARISON BETWEEN THE LAND AND PRODUCTS OF ILLINOIS, AND THOSE AROUND THE CITY OF SUPERIOR.

Among the various schemes, besides the Kansas and Pike's Peak humbug, and New York, Philadelphia and New Jersey Land and Homestead Companies to attract settlers, that of the Illinois Central Railroad Co., is, perhaps, the most conspicuous. Let us examine the scheme from their own publications. On page 26 of their pamphlet, published in 1854, will be found an account of the starting of Mr. Waite's prairie farm. In the spring of 1853, he bought 80 acres of the company, for \$4.50 per acre—being, no doubt, unaware, that in 1853 better land in the town site of Superior was to be had of government for a Land Warrant, or \$1.25 per acre. The 80 acres cost him \$360. He paid \$2.50 per acre for clearing and breaking 60 acres—\$150. The fencing cost \$1 per rod, requiring 400 rods of board fence, or \$400—quite a costly item, as trees are unknown in some parts of Illinois and other prairie States. I should like to know how much it cost him each year for fuel, also, if his family had chills, fever and ague? Now this farm of only 80 acres, cost Mr. Waite \$910, without his house, barn, stock, etc., and then he was further from market at New York by water, than farms are at the City of Superior. He says, "It cost him 6 cents a bushel over 15 miles to the railroad"—he was then over 100 miles from Chicago. The Company charge 1 cent per mile to transport ten bushels of wheat to Chicago. It is shipped thence to New York via lakes, at from 20 to 25 cents per bushel. The cost of transporting wheat direct from the Company's lands 100 miles from Chicago to New York, is thus found to be from 30 to 35 cents per bushel." Adding the 6 cents for the 15 miles to the railroad, the freight, Mr. Waite paid on each bushel of grain, would amount to forty-one cents per bushel, besides commissions, etc. Now had Mr. Waite settled at Superior, he might have pre-empted and purchased 100 acres of land for a land warrant, costing him in all about \$150. His house and barn would cost only the trouble in felling and dressing trees, and so in regard to fencing, fuel, etc. The timber cut from his farm would realize him a very handsome sum when sold to the steamboats, etc.—it would pay for farm and improvements. Besides, it requires no five yoke of cattle to break up land here as it does in Illinois and Kansas. The Superior wheat produces more per acre, and is far superior to that raised in Illinois, because our soil and climate is better, and the snow in winter shields the tender grain from thawing, frost, cold, and the keen winds of Illinois. Now Superior being but 80 miles further from Europe and New York, by water, than Chicago is, and twenty-six miles less than Mr. Waite's farm, it follows, that freight per bushel, is much less from Superior than from Mr. Waite's farm; besides, he had 100 miles of railroad, while we have navigation all the way. I select Mr. W——'s statement, because he is the only one mentioned who purchased land in 1853, at \$4.50 per acre. The price now, no doubt, is from \$20 to \$25 per acre. The following is a comparison between the price and terms of payment of the Illinois Central Railroad Company's lands, and the public lands of the Government, around the head of Lake Superior:

The Pamphlet says, page 6th, "The price will vary from \$5 to \$25 per acre, according to location, quality, &c. Contracts for deeds may be made, stipulating the purchase money, to be made in five years, &c., with the sweetest of year's interest in advance, etc." (The y looked sharp after interest.) "The account of a person buying 30 acres of prairie land at \$15 per acre would stand thus: April 1, 1855, Railroad contract for deed for 30 acres of land, worth \$1,500 and paid two per cent interest at 2 per cent in advance, \$48, April 1, 1857, paid first installment, one-fifth of \$1,500 or \$300. One year's interest in advance, \$10.20, and no cash. It remains to pay to \$1,500. If he breaks in 30 acres at \$3.50 per acre, it costs \$150. Paying to 80 acres, at \$1 per acre, \$80. If he breaks his house and barn from Chicago, it costs, say \$700. He will be then for axes, chills and fever, etc., \$100. Fuel about \$100. Grand total, not including seeds, stock, farm equipment, &c. Two Thousand Seven Hundred and Forty-Six Dollars!!)

In Douglas and La Pointe Counties, Wisconsin, near the City of Superior, St. Louis and La Pointe Counties, Minnesota, bordering on the U. S. Pacific Road, open to industry as follows. The minimum price is \$1.25 per acre, or a Soldier's Land Warrant, was not less than \$1.25 from \$0 to 90 cents per acre. For 300 of Wisconsin and Lake Superior. A farm of 120 acres of timber land, partly second growth, at the rate of 50 cents per acre, is only \$14. The timber off 60 acres, say 30 per acre, \$200. Fuel and fencing materials at hand, cost no thing. Labor on house and barn, say \$50. Total cost of farm of 120 acres, has a barn, fencing, about \$160. From this, deduct the cords of wood sold from off the 60 acres which at \$1 a cord, will about clear the farm and improve it. Showing an astonishing difference, as each farm is about the same distance by water from Europe and New York.

DISTANCES BY WATER, AND FREIGHT TO NEW YORK.

The untold Illinois Central Railroad lands, are now over 100 miles distant from Chicago, the terminus of the road. Distances from Chicago to New York, via the Lakes and Erie Canal, is about 1400 miles. Total distance about 1500 miles.

From the City of Superior to New York, via Lakes and Erie Canal, is about 1450 miles. Navigation opens about the same time. The direction of Superior corresponds exactly with that of Chicago, each being the chief port and at the head of navigation of a great lake.

ILLINOIS WHEAT.

Mr. A. J. Galloway writes to the Land Agent of the Company: "Upon a field of thirty acres, wheat crops raised in different years from 18 to 23 bushels per acre." He estimates the cost of production and preparation for market, previous to 1850, after allowing 31 per cent, of the crop for the use of the land, was fifty cents per bushel for wheat. Mr. W. L. Mann, of Marshall Co., Ill., says: "After the first crop was put from 30 to 20 bushels of wheat per acre." Mr. W. L. Hendrick says: "My average crops have been from 15 to 22 bushels per acre. One year 13½ bushels."

CITY OF SUPERIOR WHEAT.

Mr. Wright's first experiment in 1855, without manure, averaged 15 bushels to the acre, or beautiful plum grain, heavier per bushel by several pounds than the general average. The stamps were standing also in his field. The American Fur Company tried wheat on Mud Lake Island, averaging 25 to 30 bushels per acre. I exhibited winter wheat in the land, and in grain, which compared very at the 10th U. S. National Exhibition and for better than the best Illinois wheat sent to Superior, September 1858, for seed. Superior will soon be the depot for shipments of all the Minnesota and Hudson Bay Company's wheat, etc.

POTATOES IN ILLINOIS.

Mr. H. H. Hambrick, of Kane County, says: "I have raised nearly 200 bushels to the acre, but they are not so pure. Last season, (1854,) late planted potatoes with us, were almost an entire failure." Mr. J. Ambrose Wright says: "From my acquaintance with Illinois and the farmers of adjacent States, I believe of which I was regarded as a soldier of the Soil & Furrow, I am prepared to give the following as the rates of produce, well raised by good soils with ordinary culture."

Potatoes	100 to 200 bushels.
Winter wheat	15 to 25 "
Spring	20 to 25 "

POTATOES IN CITY OF SUPERIOR.

The following experiment was made June, 1857, in the City of Superior. Four potatoes, one nearly one pound weight, each were set in two eight-inch sets, each set with a single eye, and planted; they sprouted, 18 feet square. The produce was 234 potatoes, weighing 15 pounds, or at the rate of 234 hundred and fifty six bushels to the acre, of 60 pounds to the bushel. Fifty potatoes to the bushel is of a common occurrence here. Dr. Mills, of Ashland, raised 300 bushels to the acre. Three years of real Irish potatoes, which I received from Ireland in April, 1858, and sent to Mr. Wm. E. Shuyton, produced him fifty bushels. Two, weighing 1 pound 2 ounces, and 1 pound one ounce, were exhibited at the U. S. Exhibition. Many of our farmers raised potatoes of 2½ pounds weight. I also exhibited, fourteen different varieties at this Exhibition, weighing from 1 to 5 pounds each.

Want of space, prevents a further comparison between the Illinois and Superior lands. The Company's pamphlet says, "That with a good plow, and two pairs of good horses, one man can break up one and a half acres per day of the new prairie. Three good yoke of cattle will break two acres per day." "I sometimes," says a farmer, "put in five yoke." Mr. B. C. Root says, "Fencing is the hardest work which a new settler has to perform. Good white oak rails, laid up in fence, where it is required, are worth from \$3.00 to \$3.50 per hundred. It must be remembered that millions of feet of lumber are shipped yearly to Illinois from the Wisconsin pineries. Such has been the bad management of the Illinois Central Railroad Company, or the worse luck of their tenants, that despite their large capital, and a magnificent Land Grant from Government of several millions of acres, they could not pay the interest on their bonds. Mr. John Wilson, their principal agent, accounts for this as follows: "The season of 1858 was one of extreme drought; in 1857, the crops were abundant, but, in consequence of the financial revulsion, scarcely realized the expense of making them, while those of 1858, owing to the long continued spring rains, were almost a total failure." So that, in spite of their railroad facilities to market, no stamps to root out, etc., the settlers could not pay the second and third instalments to the Company. Mr. Horace Greely, writing to the New York Tribune from Illinois, Dec., 1858, says: "This is a season of extreme depression for the railways here. There is very little travel, and not much freight for the proficiency of the mud will not allow the farmers to move what grain they have in their markets to the stations." In another letter, he says, "The growing of wheat will move gradually northward to northern Michigan, Wisconsin and Minnesota, where the snow lies through most of the winter and protects the young plants from fierce winds and bitter frosts. Illinois will not for many years grow so many bushels of wheat as each cultivated acre of her soil as she has done."

LETTER FROM AN EMINENT RAILROAD ENGINEER.

JAMES S. RITCHIE, Esq.

DEAR SIR:—There is one consideration vitally important to every one looking for a new home, that has as yet been scarcely noticed—it is the price that the products of these lands must command. It is obvious that the value of the surplus produce must derive its value to a great extent from the relative nearness of the land to the great eastern markets. Now the only other region which offers cheap lands besides Lake Superior, is that watered by the Missouri and its tributaries, and known as the Kansas and Nebraska Territories. Even the most casual inquirer will at once see that a country situate on one of the great lakes, whence transportation is cheap, must possess a vast advantage over one far off, and accessible only by means of inferior canal and river navigation. This is of course transparent, and it is only necessary to unroll the map of the United States to be convinced of the amazing advantage that the lake country must enjoy. In order, however, to ascertain the precise amount of this advantage, it will be necessary to examine this subject more closely. Produce from the Superior region will be shipped by the lakes in large vessels to Buffalo or Oswego, thence by canal to Albany, and thence to New England or New York, as the demand may call for. From Leavenworth, the nearest shipping port of Kansas, the products must be sent down the shallow and dangerous navigation of the Missouri to the Mississippi, thence up that stream, through the Illinois canal and river to Chicago, thence via lakes to Buffalo and the East. Mr. McAlpine, formerly the able State Engineer of New York, in an elaborate and careful Report made to the Legislature, in 1854, gives the following as the cost prices of transportation; these, it must be remembered, are not guess work, but the results of a ripe experience and careful inquiry: "The cost of transportation per ton per mile on the lakes, is 2 mills, on the Mississippi, 3 mills, and on the Missouri, 5 to 10 mills. Taking these rates as a basis the following are the results:

Cost of transportation per ton, from Leavenworth to St. Louis,	-	-	-	-	\$3 88
" " " " " St. Louis to Chicago,	-	-	-	-	2 23
" " " " " Chicago to New York,	-	-	-	-	4 50
Total from Leavenworth to New York,	-	-	-	-	\$10 89
Cost of transportation per ton from Superior to Buffalo,	-	-	-	-	\$3 06
" " " " " Buffalo to New York,	-	-	-	-	1 95
Total from Superior to New York,	-	-	-	-	\$5 05

Showing a difference in favor of the products of Superior of five dollars and seventy-eight cents per ton, or of about *fourteen cents on a bushel of corn*; at forty bushels to the acre, this would make the annual produce of an acre at Superior worth \$3-40 more than that of an acre at Leavenworth, Kansas.

It may be said, however, that the grain would not be transported, but would be fed into stock, taking the allowance of five pounds of corn to one of hog; then the additional freight paid on hogs fed off an acre, at Leavenworth, would be \$1.03 per year; this would represent a capital of \$15.72 per acre, at an interest of seven per cent; and this may be taken as the lowest estimate of the value of the lands of the two regions considered only with reference to the direct advantage of nearness to market. There are, however, great *indirect* advantages, settlement will naturally take place more rapidly, and lands increase in value much faster. In one case, a farmer will, in a few years, be in the midst of schools, churches, etc., while in the other, he will still be in the outskirts of civilization. In fact, lands at the head of Lake Superior, being about the same water distance from market as those at the head of Lake Michigan, and being equally fertile, must soon equal the latter in value, which are now worth from \$20 to \$30 per acre. The present disparity exists simply from the fact that the Superior country has been shut out from the rest of the world by the Falls of the St. Mary's river. There being no boats on the lake except those owned by the fur or copper companies, emigration was entirely shut out until the construction of the great ship canal in 1854-5. Since that time the rush has been astonishing, and is constantly increasing. The man who wishes to profit by the present low prices, must not delay long.

To sum up—emigrants, particularly those north of latitude 40°, should bear in mind, that the only regions where cheap lands can now be obtained are, First, the regions bordering on Lake Superior, or watered by the Upper Mississippi, but dependent upon Lake Superior, and known as the Superior region. Secondly, the district watered by the Missouri, and known as Kansas. It must be kept in view that the following are the main requirements of an emigrant: 1st. Health and incidentally a pleasant climate. 2d. A good soil with a sufficiency of wood and water. 3d. Easy and cheap access. 4th. A ready and paying market for products.

As regards the 1st, it is now well established that while Kansas is subjected to the low debilitating fevers common to all low prairie districts, that Superior is entirely free from them; that while the former is visited by *pestilential winds*, destructive *floods*, rapid and trying changes of temperature, the latter is blessed with a quiet, even and elastic atmosphere alike conducive to health and comfort.

As to the 2d condition, viz: the character of the soil in both regions, there is no marked difference—in

both it is remarkably fertile, but there is this important consideration, that while in Kansas the water is brackish, and the timber sparse, in the Superior region, there is abundance of both, and of excellent quality.

The 3d condition. In emigrating to Kansas, one is compelled to travel from 600 to 1000 miles farther than in the case of Superior. In the former, frequent and expensive transshipments are necessary; in the latter but one.

The 4th condition. Kansas is far removed from the great centres of consumption, and her agricultural productions must pay a heavy tax for every additional mile of distance. The transport by rail or shallow rivers, cuts out the very heart of the values of products, raised by the sweat of the brow. This immediate distance again compels a further tax on the transport of all foreign necessities or luxuries brought in to the farmer. The Superior country, on the contrary, is in the world, within easy distance of the great centres, which give a quick and profitable return. Is not this reasoning conclusive? Is it not better to be well and strong, than to be shaken by *chills*? to breathe the pure elastic air than deadly miasma? to gather in your crops, than to see them rust, or beswept away by *frost*? to emigrate at a light expense? to sell your crops at a fair price, rather than have them nearly valueless? Let the emigrant ponder over these things coolly and calmly, and the more reflection he gives the subject, the more he will be convinced that no country proffers more advantages to the hardy and industrious settler, than that at the head of Lake Superior.

Very truly, &c.

ADVICE TO SETTLERS.

I am frequently asked by persons of all ages and conditions, "do you advise me to move to the Northwest?" Now, advice on such a subject is a very grave matter, and I am very cautious about giving it, and always recommend every one to go out first and examine for themselves. If one is prosperous and engaged in the pursuit of a business or profession, adequate to his own and families' reasonable wants, I should say to him, remain where you are, and do not risk a certainty for an uncertainty. But if you are differently situated, with moderate means, and wish to enjoy life rationally, and increase the portions of your children—if you are young, and desire to fight the battle of life—if you have energy, courage and patience—then it is certain you can live for the present, more easily, and lay the foundations of future independence and wealth more surely in and around the City of Superior than to remain in the East. There may be better chances for speculation in California, but if a person is in search of a pleasant and healthy home, there is no spot where he will be so certain of finding it, as on the beautiful bays of Superior and St. Louis, or along the "North Shore" near the City of Superior. Should the settler be a farmer, laborer or mechanic, he can still pursue his occupation and till a few acres, and, in the meanwhile, the broad acres, which one or two hundred dollars will procure for him, will grow in value as the country fills up around and before him, and will divide into farms and fortunes for his descendants. This is the history of American progress for the last seventy years. That whole history shows that in the long run, there is no investment of means so safe, so sure, so productive as the investment in well selected and fertile agricultural lands.

My reasons for preferring the City of Superior, are as follows:

1st. Its position, situation at the head of navigation of the greatest of lakes, on the greatest river of that lake, and its unrivalled harbor.

2d. Its climate, agricultural resources, fisheries, tributary forests, mineral resources, etc.

3d. The vast country tributary, which must find an outlet at the head of Lake Superior, and imports its supplies through the City of Superior.

4th. It is the terminus of ocean navigation in the heart of this Continent. There is but 80 miles difference by water between Superior and Chicago to Europe; and there is uninterrupted steamboat navigation to New York, *via* the Erie Canal, to Philadelphia, *via* the Delaware and Baritan canal, and to Baltimore, etc.

5th. It is the natural terminus of the Northern Pacific Railroad.

6th. It is the terminus of the St. Croix and Lake Superior Land Grant Railroad of the Superior and State Line, Minnesota and Northwest, Milwaukee and Horicon, Chicago and St. Paul, and Eau du Lac and other proposed railroads.

7th. It is the terminus of the Point Douglas and Superior stage road, known as the United States military road, over which the United States mails are carried tri-weekly, in 36 hours from St. Paul. It is the terminus of the Superior, Mills Lac and Crow Wing road, over which the fur trade of Northern Minnesota and British America will arrive at Superior, to be shipped thence direct to Europe. The mail- and freight for the Hudson Bay Company's Territories will be landed at Superior, and transported from thence up the Red River of the North, Lake Winnipeg and the Saskatchewan river to the Rocky Mountains.

8th. Cargoes of grain, etc., can be shipped as easily, and at about the same rates of freight, *via*: 40 or 50 cents a bushel, from Superior to Europe, as from Chicago to Europe.

Finally. The history of the world and of American cities amply demonstrates that a great city must always rise at the head of a great lake, and the outlet of its greatest river. Therefore, there will be the four great cities on the Atlantic seaboard, Superior the greatest of the inland cities, and another great city somewhere on Puget's Sound, Pacific ocean. Look at it in any way we please, these are facts which cannot be doubted!

MUNISING,

LAKE SUPERIOR.

The Town of Munising is the first important point after entering Lake Superior, and is situated on the east side of Grand Island Bay, in Schoolcraft county, State of Michigan, 140 miles west of Sault St. Marie.

It has two regularly laid out town lots, and the proprietors have already erected a comfortable and commodious boarding-house, several handsome dwelling houses, and are now about completing a large and splendid hotel, capable of accommodating three or four hundred persons, which will be ready for the reception of travellers and invalids upon the resumption of navigation. They have also two piers, with a depth of 14 feet water, at which the steamers can now land passengers, and the connection with the shore will be completed by the middle of August.

It is in contemplation to erect a saw mill, blast furnace and other improvements, as well as to establish extensive fisheries. A great number on the premises, and will be pleased to furnish every information to those desiring to view them, and will dispose of lots to actual settlers at nominal prices and on advantageous terms.

Its Harbor is most majestic, easily accessible, with fifty feet depth of water, perfectly land locked, having two spacious entrances, east and west, which gives it a natural advantage over every other on this extensive inland sea; and being nearly equidistant between the extreme ends of Lake Superior, it affords the only refuge for vessels going either way in severe storms. It is surrounded by the best varieties of larch, birch, maple, white pine, Norway pine, spruce, cedar and other timber, valuable for sailing, stores, building ships, lumber and spars, and from its proximity to the iron and copper regions, offers inducements for ship building beyond every other place.

It also possesses almost limitless water power immediately on the shores of the Bay and within the town itself, and its fertile soil, mines of bog iron ore and accessibility to the great iron mines of Marquette County, Soudanville, as the most eligible site for the manufacture of this superior iron.

Its soil is one of the most productive on the whole coast, and is adapted to the growth of all the hardy grains, grasses, and vegetables; the product, however, in fact, being only equalled by California, and it will attract those who think of this delightful country simply as a hyperborean region, to learn that the *grain of the north*, and that the potato, when once planted, becomes an annual propagating itself.

The lands around Munising are now being rapidly taken up, and offer great inducements to farmers and gardeners, as their near proximity to a large manufacturing town ensures a ready home market at remunerating prices, and promises to the manufacturer likewise equal benefit.

It has also one other great advantage in its favor, it is the nearest point to Lake Michigan. This Company have opened a communication with Little Bay de Nocquet, on Green Bay, and are going to complete it this spring, which will connect that point and Munising by a first rate road, not exceeding forty miles, through a fine country, and which will at no very distant day be converted into a railroad, whereby there will be a saving of nearly 350 miles and the intricate navigation of the St. Mary's river to the City of Superior.

The natural features of this most charming place, are not the least of its merits, being unsurpassed, if equalled. Its Bay is six miles broad by four miles deep, and for yachting, boating, fishing and gunning, will attract the votaries of those joyous and health inspiring amusements; and the beauty and magnificence of its scenery, with its close proximity to the Pictured Rocks, the greatest natural curiosity on this Continent, because unlike any other in the known world, and which are thus described by Schoolcraft:

"We had been told by our Canadian Guide, of the variety in the color and form of these rocks, but were wholly unprepared to encounter the surprising groups of overhanging precipices, towering walls, caverns, waterfalls and promontories, which are here mingled in the most wonderful manner, and burst upon the view in ever-varying and pleasing succession. All three front upon the Lake, in a line of appearing promontories, which, at a distance, present the appearance of dilapidated battlements and bastion towers;

"Their rocky summits split and rent,
Formed towers, domes, or battlement,
Or seemed fantastically set
With capitals or minarets;
Wild crests as fabled ever-decked,
Or mosques of eastern architect."

"All that we have read of the natural physiognomy of the Hebrides, of Staffa, the Doveholm and the romantic Ides of the Scottish coast, is freshly recalled on viewing this scene, and it may be doubted whether, in the whole range of American scenery, there is to be found such an interesting assemblage of grand picturesque and pleasing objects."

The wonderful salubrity of its climate, particularly for those suffering from affections of the lungs, liver, and general debility, the whom it seems to be a "promised land," will attract to this "Pool of Bethesda," all the weak and suffering, who, whilst they can inhale its life-inspiring air, may participate equally in its charming scenery and pleasures.

In the rapidly expanding trade and commerce of the north-west, Munising, therefore, occupies a most commanding position. *Strategically* located, with the best harbor, upon the largest sheet of fresh water in the world. Within less than forty miles from Lake Michigan, in the direct line of travel between the east and the west, over which a railroad can be easily and expeditiously constructed at a comparatively trifling expense, Munising must become the great entrepot for the Lake Superior trade, a trade which within three years has amounted to the enormous sum of eight millions.

And whenever the vast and fertile region, lying to the north and west of Lake Superior—a region capable of sustaining as dense a population as any portion of the American Continent—shall begin with a healthy, busy, industrious population, Munising will rival the other great cities of the American lakes, not subordinate to Buffalo, Cleveland, Detroit, Milwaukee, the City of Superior, or even Chicago.

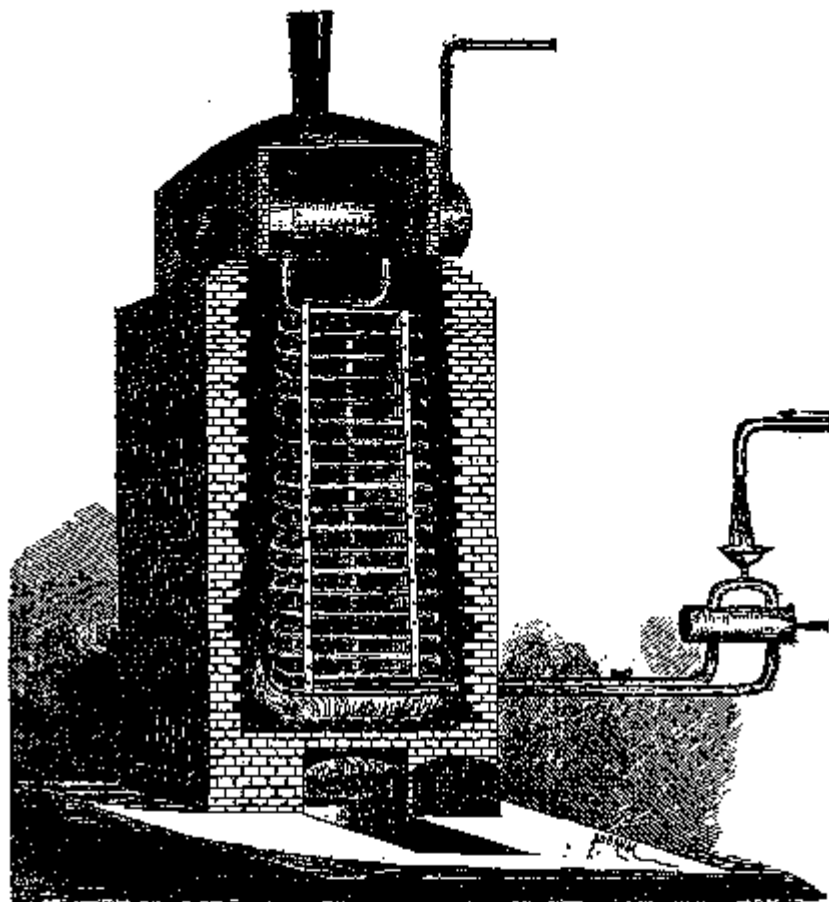
LAKE SUPERIOR.

No route in the Summer season, offers so many advantages to the tourist in the point of health, comfort and economy, as the Lake Superior route, nor can any surpass it in picturesque attractions. From the beautiful banks of Detroit river to the majestic rocks of Lake Superior, spanning a thousand fantastic shapes, the whole voyage offers a panorama of scenes display not to be found on any other line. From Cleveland, the voyage passes through Lake Erie, the Detroit St. Clair and St. Mary's rivers; Lakes St. Clair, Huron and Superior, passing on the way the beautiful Island of Mackinac, the Pictured Rocks, Marquette, Eagle River, Eagle Harbor, Copper Harbor, Ontonagon, Le Pointe and Superior City. (See Map in Wisconsin and Lake.)

Whether the visitor be a mere pleasure seeker, a sportsman on land or a scientific man, speculator or invalid, he will find peculiar opportunities on this route for the gratification of his tastes or necessities.

The Pictured Rocks, the Copper and Iron mines and the City of Superior always continue to attract the enterprising emigrant, tourist, and scientific to their vicinity, and the new and easy communication by the Saint Ste Marie Canal, has made the voyage one of uninterrupted comfort and pleasure.

BLACK'S AERATED STEAM



PATENTED BY SCOTT TODD & CO., MARCH 9, 1858.

Patented in England, France, Spain, Austria, Prussia, Russia, &c. &c.

The attention of those using Steam is respectfully directed to the above named new and important invention, now in successful operation.

By this method a saving of 70 per cent. in fuel is effected over a cylinder boiler, and a very large percentage of saving over all others.

Upon the entrance of the air and water into the generator, the water is instantly generated into steam, therefore, there being no body of highly heated water in the generator, little of the usual fearful effects of an explosion can occur. The generators now in use have been guaranteed to bear a pressure of 500 lbs. to the square inch; they are compact and light, and can, therefore, be transported cheaply. Steam at a high working pressure is generated in from 15 to 20 minutes with coal for fuel, and in a much less time with wood.

We are permitted to refer to

Messrs. J. & G. GIBSON, Stained Glass Works, No. 125 South 11th St.
MORRIS, TASKER & Co., Pascal Iron Works, Philadelphia.
CENTRAL MILLS, No. 1136 Market St.

For further information, address.

SCOTT, TODD & CO.,

No. 833 Market Street, Philadelphia.

DISTANCES BETWEEN CLEVELAND AND CITY OF SUPERIOR.

To Detroit, . . . 130 miles.	To Marquette, . . . 170 miles.	To Eagle Harbor, . . . 15 miles.	To La Pointe and Bayfield, . . . 80 miles.
To Grand Island, . . . 30 "	Portage Entry, . . . 15 "	Eagle River, . . . 5 "	Superior City, 80 "
To Detroit, . . . 225 "	Copper Harbor, . . . 25 "	Cabinagon, . . . 65 "	Whole Distance, 1044 "
To Erie, . . . 80 "			

This trip, of over one thousand miles, is extended over six degrees of latitude, and eleven degrees of longitude, and passes through four lakes and three rivers, and is unsurpassed in the varied beauties of its scenery by any other on this Continent. The wildness and grandeur of the Lake Superior region, its curious physical formation, its iron mountains, its copper mines, the antiquity of its missions, the marvelous clearness of the water and air, and the brightness of its skies, furnish never wearying objects of interest to the scientific man, the mere seeker of pleasure, the invalid or the general observer. The frequent changes from lake to river navigation gives an interest to the route, as well as courage and assurance of safety to the most timid passenger.

RATES OF FARE.

From PHILADELPHIA to CLEVELAND, via Pennsylvania Central Railroad, \$11 00. Emigrant fare, \$4 50. From CLEVELAND, Ohio, to the City of SUPERIOR, Cabin, \$10 00; Passage \$10 00. Time, 4 days.

1859.

STEAMER NORTH STAR.

1859.

B. G. SWEET, MASTER.

The Splendid Upper Cabin, Floating Palace Steamer, North Star, Capt. B. G. Sweet, is not surpassed in point of speed and accommodations, by any boat on the Lakes. It performs its trips with surprising regularity, and can always be relied on for the City of Superior.

Leaves CLEVELAND, Ohio, as follows, at 8 o'clock, P. M.				Leaves DETROIT, as follows, at 10 o'clock, A. M.			
Wednesday,	April 27.	Monday,	August 3.	Thursday,	April 29.	Tuesday,	August 9.
Monday,	May 9.	Friday,	" 13.	Friday,	May 10.	Saturday,	" 20.
Friday,	" 20.	Wednesday,	" 31.	Saturday,	" 21.	Thursday,	September 1.
Tuesday,	" 31.	Monday,	September 12.	Wednesday,	June 1.	Tuesday,	" 13.
Friday,	June 10.	Friday,	" 23.	Saturday,	" 11.	Saturday,	" 24.
Wednesday,	" 22.	Wednesday,	October 5.	Thursday,	" 23.	Thursday,	October 5.
Monday,	July 4.	Monday,	" 17.	Friday,	July 6.	Friday,	" 18.
Friday,	" 15.	Friday,	" 28.	Saturday,	" 16.	Saturday,	" 29.
Wednesday,	" 27.			Wednesday,	" 28.		

Rooms secured for the round trip, (time, 3 days; distance, 2,000 miles,) by addressing
 B. F. BRADY & CO., Agents, Detroit, Mich.
 HUSSEY & MORRIS, Agents, Cleveland, O.
 M. W. SORANTON, General Agent, Detroit, Mich.
 B. & A. TURNER, Proprietor, Cleveland, O.

1859.

STEAMER IRON CITY.

1859

J. E. TURNER, MASTER.

Leaves CLEVELAND, as follows, at 8 o'clock, P. M.				Leaves DETROIT, as follows, at 10 o'clock, A. M.			
Thursday,	April 21.	Friday,	August 6.	Friday,	April 23.	Saturday,	August 9.
Thursday,	May 7.	Tuesday,	" 18.	Friday,	May 4.	Wednesday,	" 17.
Monday,	" 20.	Monday,	" 29.	Tuesday,	" 17.	Tuesday,	" 30.
Friday,	" 31.	Friday,	September 9.	Saturday,	" 28.	Saturday,	September 10.
Wednesday,	June 8.	Tuesday,	" 20.	Thursday,	June 9.	Wednesday,	" 21.
Monday,	" 22.	Monday,	October 3.	Friday,	" 31.	Tuesday,	October 4.
Friday,	July 1.	Friday,	" 14.	Saturday,	July 2.	Saturday,	" 16.
Tuesday,	" 15.	Tuesday,	" 26.	Wednesday,	" 13.	Wednesday,	" 29.
Monday,	" 25.			Thursday,	" 28.		

Rooms secured for the round trip, (time, 3 days; distance, 2,000 miles,) by addressing
 HUSSEY & MORRIS, Agents, Cleveland, Ohio.
 B. F. BRADY & CO., Agents, Detroit, Mich.
 M. W. SORANTON, General Agent, Detroit, Mich.

1859.

STEAMER NORTHERN LIGHT.

1859.

JOHN SPALDING MASTER.

Leaves CLEVELAND, as follows, at 8 o'clock, P. M.				Leaves DETROIT, as follows, at 10 o'clock, A. M.			
Thursday,	April 30.	Monday,	August 1.	Wednesday,	April 20.	Tuesday,	August 3.
Monday,	May 3.	Friday,	" 12.	Thursday,	May 3.	Wednesday,	" 13.
Friday,	" 15.	Tuesday,	" 23.	Saturday,	" 14.	Wednesday,	" 24.
Wednesday,	" 24.	Monday,	September 8.	Wednesday,	" 24.	Tuesday,	September 6.
Monday,	June 6.	Friday,	" 16.	Tuesday,	June 7.	Saturday,	" 17.
Friday,	" 17.	Tuesday,	" 27.	Saturday,	" 18.	Wednesday,	" 28.
Monday,	" 27.	Monday,	October 10.	Tuesday,	" 23.	Tuesday,	October 11.
Friday,	July 8.	Friday,	" 31.	Saturday,	July 9.	Saturday,	" 22.
Tuesday,	" 18.	Tuesday,	November 1.	Wednesday,	" 20.	Wednesday,	November 2.

Owners, HANNA, GARRETTSON & CO., Cleveland, O.

1859.

STEAMER ILLINOIS.

1859.

CAPTAIN FRAZIER, MASTER.

The Splendid Upper Cabin Steamer Illinois, runs regularly from Cleveland, Ohio, to Lake Superior.

1859. CHICAGO, MILWAUKEE AND LAKE SUPERIOR LINE. 1859.

STEAMER LADY ELGIN, E. H. TOMPKINS, COMMANDER.

For State Rooms, address

A. T. SPENCER & CO., Chicago.

1859. STEAMER SENECA 1859.

Resumes her pleasure trips from the City of SUPERIOR on the Bays of SUPERIOR, ST. LOUIS, and along the NORTH SHORE.

RED RIVER OF THE NORTH.

STEAMER PRINCE, ANSON NORTHRUP, MASTER.

For PEMBINA, on the Red River of the North, LAKE WINNEPEG and SASKATCHEWAN RIVER.

The shortest route from Boston, New York and Philadelphia, to the City of Superior.

Pennsylvania Central Railroad, from Philadelphia to Pittsburg, and thence by railroad to Cleveland, Cincinnati, Chicago, Burlington, Indianapolis, St. Louis, Kansas, St. Paul, and all other points in the Great West.

This road also connects at Pittsburg with Daily Lines of steamers to all ports on the Western rivers, and at Cleveland and Chicago with steamers to all ports on the North-Western Lakes, and all the new towns on Lake Superior, making the shortest, most direct and reliable route by which Emigrants and Freight can be forwarded to all these points.

Close connections are made with this railroad line at Philadelphia, by all the Passenger Trains running westward from Boston and New York.

Express and Fast Lines, run through to Pittsburg, without change of cars or conductors. Smoking cars are attached to each train; Woodruff's sleeping cars to Express and Fast Trains. The Express runs daily; Mail and Fast Line, Sundays excepted.

Mail Train leaves Philadelphia at 7 30 A. M.; Fast Line, at 12, M.; Express Train at 11 00, P. M.

Cleveland and Pittsburg Railroad.

Trains will leave the depot of the Pennsylvania Railroad Company at Pittsburg, making close connections, and reaching Cleveland, Ohio, four hours before the departure of the steamer for the City of Superior—check baggage from Philadelphia through to Cleveland via Pennsylvania Railroad.

Wisconsin and Lake Superior Guide Book.

Every traveller should purchase the Third Edition of the new Guide Book, entitled Wisconsin and Lake Superior. It gives a complete description of Lake Superior, its copper and iron mines, etc., with a map of Wisconsin, showing the track of the Chicago boats, and a map of Lake Superior, showing the track of the steamers, towns, etc. Copies sent by mail, on receipt of the price, \$1.25, by the publisher, Charles Desilver, No. 714 Chestnut Street, Philadelphia. They are for sale on the steamer North Star, and by the following agents:

J. B. Cobb & Co., Cleveland, O.,
W. Allen & Son, Detroit, Mich.,
Phinney & Co., Buffalo, N. Y.,
Thos. Burton, "

W. B. Koon, Chicago, Ill.,
Fowler & Wells, New York,
D. Appleton & Co., "
Kibben & Phinney, "

Idis & Button, Boston,
Ticham & Fields, "
Cumbe & Bro., St. Paul.

Superior and St. Paul U. S. Mail Stage Line. Through in 48 Hours!!



A comfortable Stage will leave St. Paul on every Monday, Wednesday and Friday morning at 8 o'clock, for Superior, Wisconsin, and leave Superior on Monday, Wednesday and Friday morning at the same hour for St. Paul. Fare Ten Dollars.



Meals can be obtained on the road at first class hotels.

Forty pounds of baggage allowed each passenger—all over that amount to be paid for extra.

CARLISLE DOBLE,
Mail Contractor and Proprietor.

Superior, Mille Lac and Crow Wing Road.



The first Stage over this new road, will leave Superior, July 1st, 1859. This is the road to Pembina and the Pacific Ocean.

CAUTION.

The travelling public are cautioned against the misrepresentations of runners and agents on some of the steamboats and at Marquette, Ontonagon and other Lake Ports. Last season, many travellers were dissuaded from visiting Superior and stopped at some of the inland towns, where, after one has seen the lakes and walked through the sand, he has seen everything. There is nothing to do. Superior and Bayfield are the only water-cure places on Lake Superior worth visiting. There are numerous jacking, trout fishing and other excursions, etc. The Superior House is one of the best hotels in the Northwest.

THOMPSON BROTHERS,

NOTARY PUBLIC, REAL ESTATE DEALER AND GENERAL AGENT.

Land Warrants located. Taxes paid for non-residents.

OFFICE, HOTEL BLOCK, SUPERIOR, WISCONSIN.

WISCONSIN AND LAKE SUPERIOR GUIDE BOOK,

With Maps, Showing Towns, Track of Vessels.

For sale on Steamboats. Also at J. B. Cobb, Cleveland; W. Allen & Son, Detroit; W. B. Keen, Chicago, and by the publisher,
CHAS. DESILVER,
Price \$1.25, by mail. 714 Chestnut Street, Philadelphia.

EDWIN C. BECKER,

Attorney-at-Law & General Agent,

SUPERIOR, WISCONSIN.

Real Estate bought and sold. Taxes Paid, and all the business of a general agency attended to with fidelity and dispatch.

Office, 389 Second Street.

TAXES! TAXES!

The State, County and other Taxes of the Town of Superior, Douglas County, for the year 1858, being now due—Tax payers are hereby notified and requested to call upon the undersigned, as Tax Collector, at the Office of John M. Newton, Barstow Block, West Second Street, and pay their taxes on or before the 31st inst, otherwise they will be returned as delinquents. **JAS. D. RAY, Sheriff.**

Superior, Jan. 7, 1859.

LAKE HOUSE,

BAYFIELD, LAKE SUPERIOR.

WINSLOW HOUSE,

B. A. DUEL, Proprietor,

SAINT PAUL, MINNESOTA.

Stages leave this House daily for all parts of Minnesota.



Are the produce of grounds cultivated by the senior partner, and admitted to be of SUPERIOR EXCELLENCE. Orders for large or small quantities addressed to

D. LANDRETH & SON,
23 South Sixth Street, Philadelphia,
Or 18 South Main Street, St. Louis.

Will receive prompt attention. Landreth's Rural Register for 1859, containing much valuable information, gratis.

F. H. CHASSEUR,

HORTICULTURIST FROM SWEDEN,

SUPERIOR, WISCONSIN,

Is now prepared to supply farmers of the Eastern States with choice Vegetable and other Seeds, Tobacco and Sugars, &c., of his own raising, and manufacture. Orders for Seeds promptly attended to.

PASCHALL MORRIS,

N. E. corner 7th & Market Sts., Philada.

Wholesale and retail dealer in

FIELD, FLOWER & GARDEN SEEDS



Of every variety, grown and selected with the greatest care. Also, Agricultural and Horticultural Implements of every description, for the Farm and Garden. Goods shipped promptly to any part of the country.

Illustrated Implement, Seed and Nursery Catalogues furnished, on remission of stamps. **PASCHALL MORRIS,**
Implement and Seed Warehouse,
Seventh and Market Streets, Philadelphia.

S. P. BRADY & CO.,

DETROIT, MICHIGAN,

Flour, Produce & General Commission Merchants.

Agents for Lake Superior Steamboats, North Star, Iron City and Northern Light. Liberal advancements made on consignments.

Warehouse, Foot of Woodward Avenue, Detroit.

Sectional Maps of Douglas and La Pointe Counties and the North Shore.

Every one interested in Superior should have one. Price \$1, sent by mail. **ROBBINS & MOORE,**
Superior, Wis.

CHAS. A. MORGAN,

REAL ESTATE & MONEY BROKER,

Saint Paul, Minnesota.

Will buy and sell lands, negotiate loans, locate warrants, pay taxes, attend to collections, &c.
Office, on Third St., over Dana's Bank, near the Bridge.

FON DU LAC, MINNESOTA.

Great inducements held out to settlers.

Address,

ALEXANDER PAUL,
R. B. CARLTON,

Superior, Wis.

WILLIAM E. SLAYTON,

SUPERIOR, WISCONSIN,

Is now prepared to supply the farmers of the Eastern States with a variety of choice Vegetables, Seeds, Wheat, &c., of his own raising. Orders for Seeds promptly attended to.

LAKE SUPERIOR FLOUR.

Having completed our arrangements for making Flour, we respectfully inform the citizens of Superior and North Shore, that we will run our Grist Mill on Thursday of every week, until further notice. **HEELY, FORD & CO.**

HARWOOD IGLEHART,

Attorney and Counsellor at Law

AND REAL ESTATE AGENT,

Third Street, Saint Paul, Minnesota.

Land bought and sold, taxes paid, land warrants located, money loaned, and all other matters attended to within the sphere of a general land agency.

SUPERIOR CHRONICLE,

PUBLISHED WEEKLY AT

SUPERIOR, WISCONSIN.

Terms \$2 a year, in advance. Every non-resident property holder should subscribe.

STEAMER SENECA

Resumes her Regular Excursion Trips up the Bays of Superior and St. Louis, and along the North Shore.

J. JAY KNOX & CO.,

BANKERS,

SAINT PAUL, MINNESOTA.

REFERENCES.

Atlantic Bank, New York.
Union Bank, Albany, N. Y.
Strong, Bros. & Co., "
Bank of Utica, New York.

Marine Bank, Chicago.
T. Brown, Madison, Wis.
T. P. Hardy, Cleveland, Ohio.
Hon. Jas. Knox, N. C., Knoxville, Ill.

ED. MENDELS,

Lithographic, Engraving and Map Publishing

ESTABLISHMENT,

179 Lake Street, Chicago, Ill.

W. R. MARSHALL & CO.,

BANKERS,

SAINT PAUL, MINNESOTA.

BAYFIELD, LAKE SUPERIOR.

Great inducements held out to manufacturers and industrious settlers at Bayfield. Farms free of rent for several years, and lots at nominal prices. A good newspaper wanted. Address, Messrs. Wm. McAboy, Jcs. H. Nourse, or Judge McCloud.

**SUPERIOR AND ST. PAUL.**

U. S. Mail Stage Line through in 36 hours! Leaves the Superior House three times a week for St. Paul. Meals can be obtained on the road at first-class hotels. The road crosses Sunrise prairie. Passengers from the Eastern States will find the Superior House one of the best kept hotels in the North-west. Pleasure Yachts and teams for the accommodation of visitors. Excursions in the Steamboat Seneca up the Saint Louis River, and along the North shore. Stages to Saint Paul and the Falls of St. Anthony. Thence embark on splendid Mississippi steamers for St. Louis, New Orleans, &c. Passengers for St. Paul connect at City of Superior with splendid sea-built lake steamboats. Lake Superior is the safest of all the lakes, on account of its harbors. At Mackinaw or Detour connect with the Collingwood line for Niagara; or at Detroit and Cleveland or Chicago with railroads to all parts of the Union. Fare for the round trip, from Philadelphia or New York, to City of Superior and Saint Paul, and return, \$75.

CAUTION.—Travellers to Superior and Bayfield are cautioned against the misrepresentations of agents and runners at Marquette, Ontonagon and other lake ports.

201
201
FIRST EDITION--FIFTH THOUSAND.



Splendid Fast-sailing Sea-built, low-pressure Steamers leave
Cleveland for the City of Superior. Stages tri-weekly
to Saint Paul, Minnesota.

CITY OF SUPERIOR, LAKE SUPERIOR

ITS POSITION, HARBOR,
STAGE ROADS, RAIL ROADS,
NORTHERN PACIFIC RAIL ROAD,
STEAMBOATS, OCEAN COMMERCE,
LUMBER, FUR TRADE,
FISHERIES, CLIMATE,
AGRICULTURAL RESOURCES,
U. S. AGRICULTURAL DIPLOMA,
U. S. PUBLIC LANDS, &c., &c.

MAY 1, 1859.

SUPERIOR, DOUGLAS COUNTY, WISCONSIN, 
AND
PHILADELPHIA, PA.

Copy-right Secured April 1st, 1859.

For Sale by T. B. Peterson & Bros., Philadelphia. Price 10 Cents.

U. S. PUBLIC LANDS. 1,500,000 ACRES.

A proclamation has recently been signed by the President of the United States, bringing into market, in May, 1859, about ONE MILLION AND A-HALF ACRES of land. Very little of these lands has heretofore been subject to entry. Among them is some of the choicest pine and mineral lands in the world, besides most excellent farming land. The minimum price is \$1 25 per acre—those lying within the railroad limits, will be sold at \$2 50 per acre. Parties desiring to locate, and unable to attend the land sale in person, can procure the location of warrants through correspondents at Superior. These lands are near Lake Superior, and about the same distance by water from New York and Europe, as the Illinois lands of the Illinois Central Railroad Co., which are sold at from \$15 to \$30 per acre. The wheat, vegetables, &c., raised around the City of Superior, were awarded a Diploma at the late U. S. Agricultural exhibition, and are vastly superior to the Illinois or Kansas crops. Timber being scarce in Illinois, it costs about \$400 to fence in 80 acres of prairie lands, and is very expensive breaking the soil. (See the Illinois Central Railroad Co.'s pamphlets.) Therefore it follows, that it costs more to raise a bushel of grain, etc., in Illinois, Kansas and Nebraska, than on Lake Superior. In Illinois, from the high price of land and transportation, and in Kansas, from the rate of transportation alone to market. Every one knows that reshipment, railroad charges, &c., from Kansas to Chicago and New York, are enormous, while freight from Superior may be landed at New York, via the Erie Canal, or at Liverpool, without reshipment! The Illinois farmer who pays \$15 and \$30 per acre for his prairie farm without timber, has to compete with the Lake Superior farmer, who has plenty of choice timber, and who pays the United States but one dollar and a quarter an acre. The distance by water navigation being about the same, to say nothing in comparison of the pure northern atmosphere of Lake Superior, and the keen winds, fever, ague, etc. of Illinois, Kansas and other prairie States.

General Ward B. Burnett reports that much of the land in Kansas and Nebraska is entirely worthless. As U. S. Surveyor General, he has visited and personally examined the country.

JAMES S. RITCHIE,
Attorney-at-Law, Commissioner for Pennsylvania, &c.

SUPERIOR, WISCONSIN.

Although always ready to answer inquiries relating to the Superior Country, yet my correspondence having increased so much of late, that I must request, in future, every one desiring information, to enclose a postage stamp, if he expects an answer.

SUPERIOR HOUSE,

CITY OF SUPERIOR,

CORNER OF HOLLINGSHEAD AVENUE AND SECOND STREET,

Will be re-opened May 1st, 1859, newly furnished, etc. Is a First class Hotel, kept in New York style. Every attention given to the comfort of guests. Pleasure Yachts and teams for the accommodation of visitors, etc. Stages Leave for St. Paul.



GRAND PLEASURE ROUTE!

One change of Cars between Philadelphia, via. Pennsylvania Central Railroad to the City of Superior. At Cleveland, Ohio, embark on splendid sea-built Steamers, with elegant state-rooms, band of music, &c., passing through Lakes Erie and St. Clair, Detroit River, Lake Huron, the St. Mary's River and its thousand isles, the great Ship Canal, thence into Lake Superior, and the voyage terminates at the City of Superior.

Stages tri-weekly from Superior House to St. Paul, Falls of St. Anthony, Pembina, Red River of the North, &c. Cars from Philadelphia, via. Cleveland, City of Superior, St. Paul, and return, \$75. Time for the round trip, 10 days.

CITY OF SUPERIOR, LAKE SUPERIOR.

ITS SEASIDE AT NAVIGATION TO EUROPE.

STAGE ROAD, RAIL ROAD, NORTHERN PACIFIC RAIL ROAD.

Pittsburgh to Cleveland, Penna. Cleared 11 A.M. 24 hours

Cleveland to City of Superior, Minn. 84 to 88 "

Superior to St. Paul, 100 miles, stage, 2 days

St. Paul to Pittsburgh, via Pittsburgh, Port of Origin

and Chicago West Road, then

Rate for the Round Trip, \$75.00.

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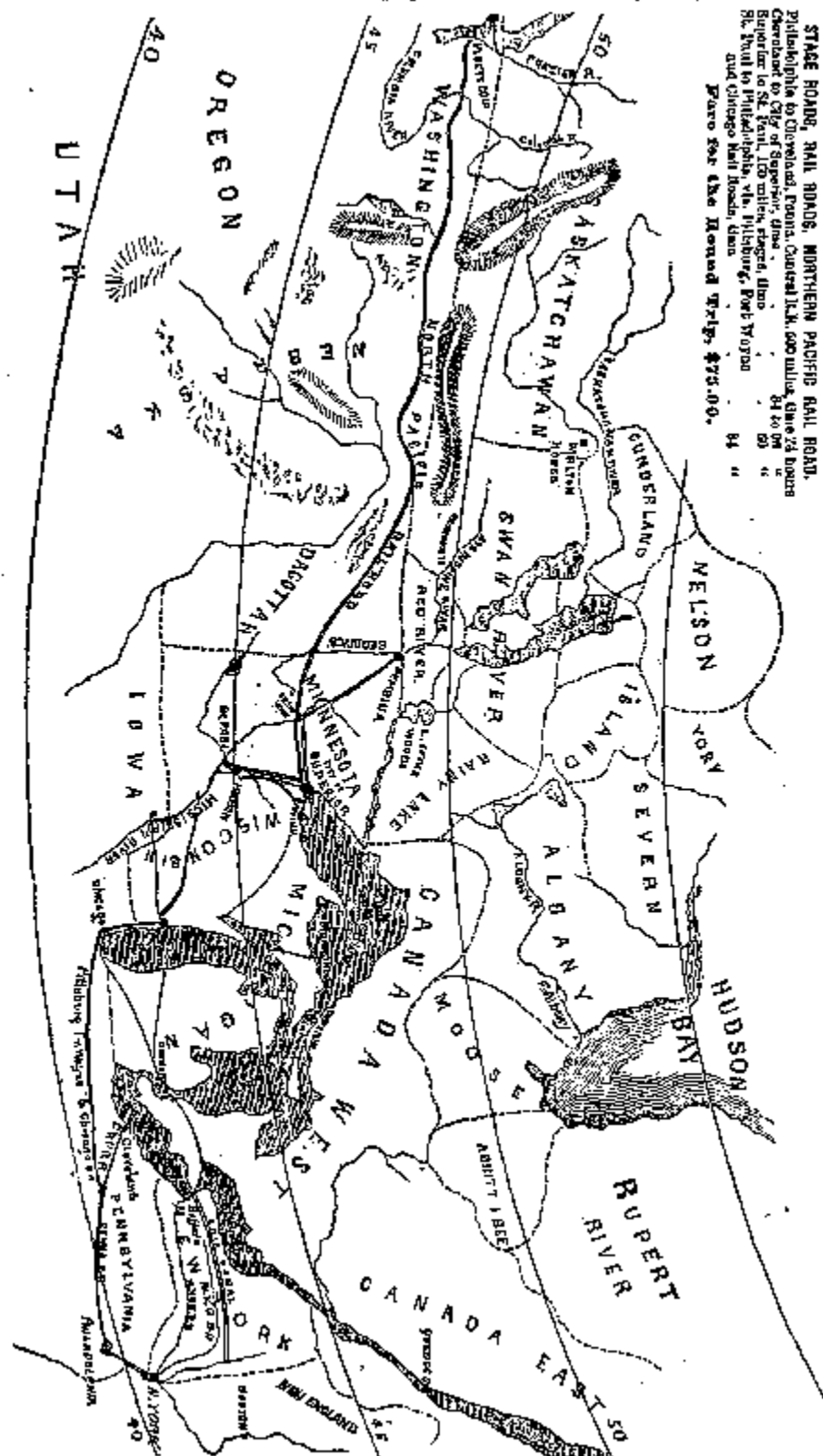
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INTRODUCTION.

At the request of many residents of the City of Superior, who believe that the advantages afforded by this place, and surrounding region, are very insufficiently known to those desirous of emigrating to the West, I have prepared, from my own observations, the following pages, describing our position, climate, soil, agricultural resources, fisheries, exports, etc., for gratuitous distribution throughout the Union. Were the fact fully understood that an immense amount of the very best government land, as near New York or Europe by water as land to Illinois, is still unentered here at \$1 25 per acre, there can hardly fail to be thousands pouring in to take possession of it. Moreover, the anticipated completion of the new stage road from the City of Superior to the Mississippi, should be announced in time to direct the tide of pleasure travel to Lake Superior, and via. this new road to St. Paul, thence homeward—the greatest pleasure tour in the United States. The testimony of an eminent railroad engineer, and others, of intelligent farmers, and my receiving a special U. S. Agricultural Diploma, &c., for specimens of vegetables and crops raised in and near Superior, is also presented. I desire to acknowledge the information and favors received from Captains B. F. Sweet, of the steamboat *North Star*, and J. E. Turner, of the *Iron City*, Messrs. Clewell & Elwell, editors "*Hudson North Star*," Geo. R. Stunts and Thomas Clark 2d, of Superior. The picture of Superior from Messrs. James Flint & J. W. Rucker. Also, the agricultural information, specimens and favors received from Messrs. Wm. E. Slayton, F. H. Chasseaur, J. T. Smith, J. W. Hacker, James and John Wright, J. Shaw, Wm. Mann, Dennis Deau, John Grant, O. W. Rice, E. H. Bly, Major Murphy, Dr. J. P. W. Neill, Hon. M. W. McCracken, Rev. J. M. Barnett, and others, of Superior; E. F. Ely, of Oneota, Min.; D. H. Carrier, of Burlington, Min.; Messrs. Speaker & Coburn, of the Brule river; Judge McClaud, Rev. Mr. McKee, Messrs. McAbay, Day, Nourse, T. Patterson and Holden, of Bayfield, Wis.; Benj. Armstrong, of Oak Island; T. Burke, of Red Cliffe, Wis.; Professor Daniels, State Geologist, of Wisconsin; D. C. Powers, Esq., President Wisconsin State Agricultural Society; Gen. Tilghman, President U. S. Agricultural Society; D. J. Brown, Esq., U. S. Patent Office; Wm. E. Addicks, Esq., President Philadelphia Franklin Institute; Messrs. J. McGowan, A. T. Newbold, A. L. Kennedy, T. P. James, M. D., David Landreth, Paschal Morris, and Samuel Emilen, of the Pennsylvania Agricultural Society, and Lyman Blodgett, Esq., Author of the work on Climatology. I am also greatly indebted to the press of Wisconsin, Lake Superior, St. Paul, Detroit, Cleveland, Harrisburg, Philadelphia, and Washington, D. C. That this publication is free from errors can hardly be expected; I can only say that I have earnestly endeavored to make it so.

JAMES S. RITCHIE.

Superior and Philadelphia, March 1st, 1859.

LAKE SUPERIOR.

The Mediterranean Sea of America, is the largest body of fresh water known, and is remarkable not only for its magnitude, but also from the picturesque scenery of its borders, and the interest and value attached to its geological features. "This great lake is comprised between the 46th and 49th degrees of north latitude, and the 84th and 92d degrees of longitude, west of Greenwich. Its greatest length is 400 miles; its width in the middle is 160 miles, and its mean depth has been estimated at 900 fathoms. Its surface is about 600 feet above the level of the Atlantic ocean, and its bottom is 300 feet below the level of the sea."

The rapid settlement of the States on its borders, and the completion of the ship canal at the Falls of the St. Mary's River, have awakened attention to these hitherto neglected and almost unknown regions. A glance at the map of North America, is all that is necessary to satisfy any reflecting mind of the important position occupied by Lake Superior, and the influence it is soon destined to exercise on the commercial affairs of this continent. In a few years, when the contemplated Northern Pacific and other land-grant railroads are completed, it will become the principal avenue of intercourse between the Eastern and North-Western portions of our extended country, and of its interior commerce with Europe and Asia. Had it been predicted that these almost boundless wilds should at this day be the dwelling-place of thousands of freemen, and that Lake Superior should be traversed weekly by lines of steamboats, it would have been deemed beyond measure extravagant; yet all this is sober

reality, and at present, the onward march of this great region, in population, wealth and resources, is more rapid than at any former period.

Those living on the Atlantic seaboard are apt to overlook the extraordinary growth of the commerce of our great lakes. It is true that the sails of American vessels whiten every sea, but it is equally true, that the trade of these inland seas has more than doubled the entire foreign commerce of the country! Fifty years ago, there was scarcely a craft on these waters larger than an Indian canoe—now, the tonnage of the side-wheel steamers alone is 73,600 tons! In 1841, the gross amount of lake trade, independent of the value of property constantly changing hands, the costs of vessels, and the profits of the passenger trade, amounted to \$65,000,000; in 1845, \$125,000,000; in 1851, it had increased to more than \$240,000,000. In 1856, the commerce of Lake Michigan alone exceeded \$375,000,000, and the entire commerce of the lakes for the same year, was \$608,310,000. The whole of this aggregate, with the exception of \$42,260,000, came through the following ports:

Buffalo,	\$303,033,000	Detroit,	\$140,000,000	Sandusky,	\$59,956,000
Chicago,	223,808,000	Milwaukee,	35,000,000	Orwego,	142,235,000
Cleveland,	152,135,000	Manass,	24,000,000		

The tonnage entered and cleared at the lake ports in 1856, was:

	ENTERED.		CLEARED.	
	Steam.	Sail.	Steam.	Sail.
American,	1,434,778	454,822	1,432,548	439,863
Foreign,	397,357	174,819	398,702	166,610
Total,	1,832,135	629,641	1,831,250	606,473

The probability is, at the present rate of increase, the lake commerce in 1870 will reach the enormous amount of \$1,000,000,000.

It was stated in the report to Congress, February 25, 1859, "That 1600 vessels navigated the north-western lakes, whose aggregate burthen was over 400,000 tons; they were manned by over 13,000 seamen, navigating over 5,000 miles of lake and river coast, and transporting over \$600,000,000 of exports and imports, being greater than the exports and imports of the United States."

ST. MARY'S FALLS SHIP CANAL.

In 1855, the St. Mary's Falls Ship Canal—Saut St. Marie—was completed, and is superior to anything of its kind on this continent. Its locks are the largest in the world, and it has opened to the lower lakes a navigation of fully one thousand miles. OCEAN VESSELS MAY NOW BE WATERBORNE NEARLY HALFWAY ACROSS THIS CONTINENT. The summer tour of travellers is now extended to a cruise around Lake Superior, and from the City of Superior to St. Paul, and down the Mississippi River.* A large amount of furs, etc., are yearly brought from the regions towards Hudson's Bay to Superior for shipment to New York and Europe. The splendid side-wheel steamboat North Star, (1050 tons burthen,) made from April 27th up to November 23d, 1858, nineteen round trips of 2100 miles each, including stoppages, from Cleveland, Ohio, to the City of Superior and return, equal to about 40,000 MILES OF INLAND NAVIGATION. What ocean steamer can equal this? The North Star made one round trip in July 1858, in the space of 120 hours running time. This was from Cleveland to the City of Superior, and back to Detroit. During that time, she ran about 1860 miles, averaging 15½ miles an hour. The time spent at the docks, landing freight, and in lying to for fog, is not included in this estimate. During the trip, the wheels made 111,206 revolutions, as registered by the indicator.

The following shows the estimated amount of freight for the past three years, which passed through the St. Mary's Falls Ship Canal. The total value of up freight for the year 1856-6, was \$4,425,700.

Down Freight.	1855.	1856.	1857.
Copper, tons,	3,198½	5,725½	5,750½
Iron ore,	1,447	11,237	26,184½
Estimated value including iron blooms, for 1856-6,	-	-	2,875,000
do do do do do do 1857,	-	-	3,045,775
			5,890,805

* A description of this tour will be found p. 274, of the 8d. edition of the Guide Book on Wisconsin Lake Superior.

The number of passengers passing through the canal, in 1855, was 4270; in 1856, 4674, and in 1857, 6850.

The capacity of the American lakes for internal navigation, is shown in the following table:

	Length, miles.	Breadth.	Depth, feet.	Elevation over sea.	Area, sq. miles.
Superior,	400	120	900	600	82,000
Michigan,	320	70	600	573	21,200
Huron,	270	145	900	573	13,750
St. Clair,	26	18	20	570	300
Erie,	250	46	80	504	9,300
Ontario,	120	40	500	234	7,300
St. Lawrence R.	700				
	2,150				89,550

The Canadian Government has completed five canals, with a uniform depth of ten feet; locks, 200 by 45 feet, viz:

Lachine canal, 8½ miles; Beauharnois, 11½ miles; Cornwall, 11½ miles; Farrand's Point, Rapid Plat, Point Iroquois and Gatope, united, 9½ miles; Welland canal, 28 miles.

By means, therefore, of these internal improvements of Canada, vessels drawing ten feet can be taken from the City of Superior to the Atlantic ocean, a distance of nearly 2,200 miles. The Erie canal (New York) has lately been enlarged; its capacity is now 70 feet in width, and 8 in depth. There are fifty-three canal boats propelled by steam, built and in process of construction, to run through this canal, on the opening of navigation, and will cause a great revolution in the carrying trade.

STATE OF SUPERIOR.

The Legislatures of Wisconsin and Michigan, I believe, passed resolutions in favor of ceding back to the General Government that portion of their territory bordering upon Lake Superior, to be under a new territorial or State government. The City of Superior, from its location, advantages, etc., would undoubtedly be made the capital of the new territory or State.

CLIMATE OF LAKE SUPERIOR.

No consideration is, perhaps, more important to those seeking a country suitable for residence and enterprise, than the character of its climate. Health is the first, and comfort the next great object, in selecting a permanent abode. Tested by these qualities, the Lake Superior region presents prominent inducements. Its atmosphere is drier, more transparent and bracing than those of the other States on the same parallel. A healthier region does not exist; here the common diseases of mankind are comparatively unknown. The lightness of the atmosphere has a most invigorating effect upon the spirits, and the breast of the invalid swells with new emotion when he inhales its healthy breezes, as they sweep across the lake. None of the American lakes can compare with Lake Superior in healthfulness of climate during the summer months, and there is no place so well calculated to restore the health of an invalid, who has suffered from the depressing miasms of the fever-breeding soil of the South-western States. This opinion is fast gaining ground among medical men, who are now recommending to their patients the healthful climate of this favored lake, so sending them to die in enervating southern latitudes.

The waters of this vast inland sea, covering an area of over 82,000 square miles, exercise a powerful influence in modifying the two extremes of heat and cold. The uniformity of temperature thus produced, is highly favorable to animal and vegetable life. The most delicate fruits and plants are raised without injury; while four or five degrees farther south, they are destroyed by the early frosts. It is a singular fact, that Lake Superior never freezes in the middle; and along the shores, the ice seldom extends out more than fifteen to twenty miles. The temperature of its waters rarely, if ever change, and are almost always at 40° Fahrenheit—the maximum density of water. I rarely omitted taking a morning bath during my exploring cruises along the south shore of the lake, in the months of August and September, and found the temperature of the water near the shore, much warmer than that along the north shore. I also observed a rise and fall in the water—or a tidal motion, frequently. In midsummer, the climate is delightful beyond comparison, while, at the same time, the air is softly bracing. The winds are variable, and rarely continue for more than two or three days in the same quarter. We have no epidemics, no endemics; miasmatic affections, with their countless ills, are unknown here; and the lustre of the languid eye is restored, the paleness of the faded cheek disappears when brought into our midst. The purity of the atmosphere makes it peculiarly adapted to all those afflicted with pulmonary complaints, and such a thing as *consumption* produced by the climate, is wholly unknown. Fever and ague, that terrible scourge of Illinois, Kansas and Iowa, is rapidly driven away before the pure and

refreshing breezes which come down from the northwest; and thousands of invalids from the States below, have already found here a safe retreat from their dreaded enemy. It is also a singular fact, that persons suffering from asthma or phthisis, have been greatly relieved, or, in some instances, permanently cured by a residence in this climate. Having had much experience in camping out on the shores of Lake Superior, sleeping constantly on the sandy beach, with and without a tent, a few feet from the water's edge, I would say, give me the open air in summer to the confinement of the best houses ever constructed. It is never very dark in this latitude, and the northern lights are usually visible every clear night. Although myself and companions were exposed to all kinds of weather on our exploring excursions—with feet wet every day, and nearly all day, sleeping on the beach, exposed to heavy dew, yet not one of the party ever suffered from exposure! Dr. Owen, the celebrated United States geologist, says: "At the Pombina settlement, (in latitude 49°), to a population of five thousand, there was but a single physician, and he told me, that without an additional salary allowed him by the Hudson Bay Company, the diseases of the settlement would not afford him a living. I recommend all those suffering from debility, asthma, and the incipient stages of consumption and pulmonary complaints, to hasten to this favored climate, as astonishing cures have been effected by simply one summer's residence here. At the City of Superior will be found new and commodious hotels, where every attention is given to the comfort of guests; here the tourist, pleasure seeker or invalid, will find ample accommodations. For the lovers of aquatic sports, the bays of Superior and St. Louis are equally inviting for boating or yachting. The disciples of Isaac Walton or Nimrod, may exercise their skill in luring the speckled trout, or his more noble brother, the lake trout, until he wearies with satiety.

LAKE SUPERIOR WINTERS.

In regard to the winters, there is nothing relating to Lake Superior, more misrepresented and less understood, than its winters; the very mention of which, a few years ago, and even at the present time, in the Atlantic States, conveys almost a sensation of misery—but how far the reality? Instead of snow, sleet, rain and fog, alternating with very little sunshine, what do we find? The winter season is said to be, by the oldest residents, the most agreeable part of the year, with plenty of blue sky, fine bracing atmosphere, and very little rain from November until April. Besides, coughs, colds, and diseases of the lungs are comparatively unknown here, and this alone should recommend the climate of Lake Superior. 'Tis true, snow falls to a considerable depth, making the roads level, and filling up all their inequalities; and, so far from being an inconvenience, adds greatly to the comfort and happiness of all. This is the season for hilarity and social enjoyment; its lengthened eve is full of fireside joys. In this region, less snow falls than in either the New England States, or northern New York. The testimony of the oldest fur traders, long accustomed to this climate; the careful meteorological reports of the army Surgeons, proves the truth of these assertions. Hon. Henry M. Rice, U. S. Senator from Minnesota, in a letter dated June 3d, 1854, says: "I have gone from the head waters of the Mississippi to the waters of the Hudson Bay, on foot and without snow shoes. I spent one entire winter travelling through that region, and never found the snow over eighteen inches deep, and seldom over nine. One winter, north of 47° north latitude, I wintered about sixty head of horses and cattle, without giving them food of any kind, except such as they could procure themselves under the snow. Owing to its altitude the atmosphere is dry beyond belief, which accounts for the absence of frosts in the fall, and for the small quantity of snow that falls in a country so far north."

It is true, that the average temperature of our winter months is considerably lower than that of western New York; but, on the other hand, the average of the three remaining seasons of the year, is also comparatively higher. The mean temperature of each season accompanying the census of 1850, was,

PLACE.	SPRING.	SUMMER.	AUTUMN.	WINTER.
Rochester, N. Y.,	45.31	67.76	49.21	27.28
Rt. Snelling near St. Paul,	48.15	70.35	50.41	25.10

From which it will be seen, that the climate is more favorable to the growth of vegetation at the latter place than at the former. It has been found, in past winters, in comparing the meteorological reports of Lake Superior with observations taken at St. Paul, that there was a difference of at least ten degrees in favor of Lake Superior, notwithstanding it is nearly one hundred miles north of St. Paul. This is owing to this vast body of water tempering the atmosphere. In the winter of 1858-9, there was but one day in which workmen suspended work on the great bridge over the Mississippi, at St. Paul. The following is the result of meteorological observations taken by L. Washington, Esq., in the year 1856. At the City of Superior, latitude $46^{\circ} 38' 31''$; longitude, $92^{\circ} 3' 28''$. Height of station above the sea, 658 feet. The mean temperature is as follows

DEG.		DEG.		DEG.	
For week ending June 1, 1856,	55	For week ending Sept. 8, 1856,	69	For week ending Nov. 29, 1856,	26
" " " " 20, 1856,	82	" " " " 20, 1856,	53	" " " " Dec. 13, 1856,	20
" " " " July 13, 1856,	60	" " " " Oct. 11, 1856,	52	" " " " " 28, 1856,	18
" " " " Aug. 2, 1856,	74	" " " " " 13, 1856,	46	" " " " Jan. 2, 1857,	20
" " " " " 16, 1856,	73	" " " " Nov. 1, 1856,	38	" " " " " 11, 1857,	12
" " " " " 30, 1856,	62	" " " " " 16, 1856,	33		

Dr. Ellis made the following observations at Bay city, at the head of Chequamegon Bay, about 90 miles east of Superior. The average temperature for

January, 1858, was 21 deg.	May, 1858, was 46 deg.
February, " " 9 "	June, " " 61 "
March, " " 38 "	July, " " 64 "
April, " " 50 1/2 "	Aug., " " 63 "

Hinest day in July was 98°.

The Rochester, Minnesota, *Free Press*, of Feb. 1859, tells an instructive story about a Mr. Chilson, the owner of a fine farm in that vicinity, who, in consequence of having his crops cut off last summer by a severe hail-storm, became disgusted with the country, and emigrated with his family to the milder and more congenial climate of Missouri. He went there early last fall, and settled near Independence. The climate wasn't quite as congenial as he expected. "It rained," said Mr. C——, "most all the time, and the ground became thoroughly saturated with water; and as the soil is a deep, black muck, the roads, excepting where they were macadamized, were, for wagon or any kind of wheeled vehicles, totally impassable. The travelling all had to be performed on horse-back; and so deep and tenuous was the mud, that a journey of twelve or fifteen miles a day was the most that could be accomplished. The water flooded the entire surface of the country, and bursting out through the sod, cut the prairies into innumerable gullies and ravines, many of great depth and extent. The weather was horrid, the wind raw and chilling, and at night, the mud upon the surface would freeze slightly, forming a frozen crust not sufficient to bear any great degree of weight, through which the adventurous traveller would sink or founder, making any degree of progress a matter of difficulty and danger.

Mr. Chilson's eyes having heard the beauties of Kansas greatly extolled, made a tour of observation through a large portion of that Territory. They represent the country as sickly in the extreme, with an almost utter scarcity of timber, and without springs or clear running water. They saw a great many people returning to the States, and did not meet a single family that had not lost one or more of its members, by disease contracted in the Territory. They returned completely satisfied with what they had seen, and without the least disposition to emigrate there. Mr. C—— and his family had by this time become thoroughly disgusted and heartily sick of the country in which they had settled, and longed, if not for the "flesh pots" of Missouri, to exchange the damp, raw winds and variable climate of Missouri, for the healthy, bracing and equable atmosphere of the State they had left." He has accordingly returned to Minnesota, and has settled down once more on his old farm. We commend the experience of Mr. Chilson to those who wish to emigrate to Kansas, or Pike's Peak.

Extract from the Report of the Bayfield, Lake Superior Lyceum.

"Vegetables remain green from the 15th of May, to 15th October, making our grazing season five months, fully equal to that of the Middle States. Our winters are somewhat longer than in those States; but our summers are nearly, if not quite, as long. This, together with the uniformity of temperature in winter, and the healthfulness of the climate, both for man and cattle, demonstrate the fact that at no distant day this is destined to be a fine stock-growing country."

Extract from a letter written by a clergyman in Bayfield, dated Jan. 18, 1859.

"If people abroad had proper impressions concerning the soil, climate, &c., of this region, the population would rapidly increase. Many have an idea that this is a barren, inhospitable and cold region, unfit for human habitation. This is a mistake. We do not feel the cold as in Pennsylvania, nor do we feel chilly as there. The winter is lovely and desirable. I never saw such beautiful winter weather; so much sunshine, no mud, nor slush; such magnificent sunrise and sunset scenes. One would rather be out than in doors.

"A gentleman, now residing in Bayfield, formerly a resident of the southern part of Ohio, stated that for two successive seasons, he left his former residence late in autumn, after the vegetation had been killed by the frost, and that when he arrived in Bayfield the grass was green, and the cattle were still grazing. His opinion was that frost was from ten days to three weeks later in Bayfield than in southern Ohio."

Extract from a letter dated Bayfield, Jan. 29, 1859.

"I would not exchange our Lake Superior climate for any other I have ever seen in any part of the world. This winter is very mild. We have had but three or four mornings that the thermometer has read below zero, and for three days past it has averaged 24° above. We would prefer it a little colder. Our town and vicinity are exceedingly healthy; indeed, I do not know of a single case of sickness or even of bad health in our country."

THE CITY OF SUPERIOR.

The City of Superior, situated on the Bay of Superior and Nemadji river, at the head of Lake Superior, on an elevation of about thirty-four feet—possesses a better site, a better harbor, and greater natural advantages for a commercial city than any other point in the north-west. Its harbor is the largest on the lake, and is formed by a narrow strip of land, over six miles in length, stretching out from the Minnesota shore, and thrown up by the action of the waters of the lake and those of the St. Louis river. This capacious land-locked harbor is called the Bay of Superior. A similar point from the Wisconsin shore, running in an opposite direction, formed in a like manner by the waters of the lake and of Allouez river, makes the Bay of Allouez. The eastern bank of the Nemadji river, which, with the St. Louis and Allouez rivers, enters the lake between the two points, separates the bays.

"The town site is about equally divided by the Nemadji river, and embraces probably about five thousand acres of land. The site is one of the most commanding as well as the most beautiful of western cities. It is elevated thirty-four feet above the water; and as you leave the bay, there is a gradual ascent, scarcely perceptible, yet affording an excellent drainage. At regular distances it is also drained by abrupt ravines running towards the bay. To the eastward of the town lies the broad expanse of Lake Superior, whose dark blue waters spread out as far as the eye can reach. On each shore, the mineral ranges rise in all their beauty and grandeur, casting their deep shadows on the placid waters beneath."

At the head of the Bay of Superior and lake, in Minnesota, stretches the "mineral range," rising gradually back from the water's edge to a height of from seven hundred to one thousand feet, and covered with a thick growth of pine, spruce, maple and other trees. So clear is the atmosphere that it seems to one standing near the banks of the Nemadji, to be only a mile distant, when, in reality, it is about seven. And from a distance of thirty miles and over, the shades and shadows of the passing cloud are well defined to the eye of the observer upon the sides of this range. The views presented from Du Luth, at the head of the Bay of Superior, Rice's Point, Mount Oneota, on the Bay of St. Louis, Wisconsin Point, and the lighthouse at the end of Minnesota Point, are worthy the pencil of a Rubens, and alone well worth a visit to this region. The view from any of these places, and especially from the Superior House, on a calm, bright moonlight night, when the waves of the lake are at rest, with the rays of the full moon reflected across the bay, and for miles along the lake, present a scene of beauty only imagined, but not to be described. On a still night, after a heavy wind, the roar of the surf of the lake, as it dashes in myriads of waves against Minnesota Point sounds like the distant roar of the ocean. Another beautiful view of the "white caps" can be had from the piazza of the Superior House, and the smoke of the advancing steamer is visible at a distance of over 40 miles, resembling at first, a little cloud—then, gradually spreading for miles along the sky, until at last the steambot appears above the distant horizon.

PROPRIETORS OF SUPERIOR.

"In the spring of 1854, a company, under the title of "Proprietors of Superior," was organized for laying out the town of Superior. The company was composed of Messrs. W. W. Corcoran, Washington City, D. C.; Robt. J. Walker, New York; Geo. W. Cass, Pittsburg, Pa.; Horace S. Walbridge, Toledo, Ohio; Daniel A. J. Baker, D. A. Robertson, Gen. E. Nettleton and R. K. Nelson, of this county and state, and Gen. Thompson, Edmund Rice, James Simson and Wm. H. Newton, of Minnesota.

DESCRIPTION OF SITE.

"Wm. H. Newton was appointed engineer and agent, and assisted by Thos. Clark, 2d, the town was surveyed, and a plat made and recorded by the 6th of November, 1854. As surveyed, the town site embraced only that portion of the company's lands west of Nemadji river. It contained twenty-four avenues, one hundred feet in width and four hundred feet apart, running from the bay; and thirty-three streets, eighty feet wide, and two hundred and fifty feet apart, running parallel with the bay. The avenues are named after the original proprietors and early settlers; and the streets, numerically. The lots, as far back as Ninth street, are twenty-five feet front, by one hundred and twenty deep, and regularly numbered—the odd numbers on the right and the even on the left hand side. Each house takes the number of the lot upon which it is erected. From Ninth to Twenty-eighth streets, the plat is divided into blocks, one square each, numbered similarly to the streets. The lots and blocks all front on the streets."



Entrance of the Nemadji River.

Bay of Superior.

Mississippi Point.

North Shore of Minnesota.

CITY OF SUPERIOR, LAKE SUPERIOR.

Terminus of Great Northern, and of the Northern Pacific, St. Paul and Lake Superior, Milwaukee and Marquette, and other Railroads.

DONATION OF LOTS.

"Twenty lots in various parts of the town were donated by the company for Churches, thirty-two for schools, half block for county buildings, two blocks for a public park, and two blocks, appropriately situated, for a cemetery. Twenty-five hundred lots were placed in the hands of the agent of the company, to be sold for the benefit of the town, with an agreement binding the purchasers to build upon and improve the same. The terms were made reasonable, and thus a great portion passed into the hands of actual settlers. Before the 1st of January, 1856, nearly three hundred lots were sold by the agent upon these terms, and by the 1st of August, 1857, they were entirely disposed of, and the proceeds expended in purchasing additional lands, surveying the same, and clearing and improving streets, building hotel, pier and docks, and for other purposes."

DIVISION OF PROPERTY.

"The remainder of the lots were divided equally into twenty-seven shares—about nine hundred and seventy-five lots to the share—and distributed among the members of the company according to their respective interests. These shares have since been divided into quarters, eighths, sixteenths, etc., and increased the number of proprietors to several hundred, embracing many distinguished statesmen and capitalists in various parts of the country."

INCIDENTS OF EARLY SETTLEMENT.

The following "Incidents of Early Settlement" are partly taken from "Information for Emigrants," published at Superior. "On the 20th of May, 1853, Mr. Geo. E. Stunts, U. S. Surveyor, arrived at the head of Lake Superior, to survey the government lands in this vicinity. Not a tree or bush had been cut where now stands the City of Superior. The site was then covered with a dense growth of pine, spruce, fir and birch. Mr. Stunts, with two companions, made a voyage around what is now called the Bay of Superior, in an Indian canoe. It was the most beautiful of May days—altitude reigned unbroken, except occasionally by the shrill cry of the loon and the gull, then undisputed occupants of this beautiful bay. No singing birds, those attendants of civilization, were here to bid the weary and travel-worn pioneers a glad welcome. In proceeding up the bay, they landed on what is now known as Conner's Point, where they found Mr. B. H. Conner, who had preceded them, engaged in erecting a house.

"During the following six weeks, Mr. Stunts surveyed the lands embraced in the present site of Superior, and the rich mineral lands upon the American and Black river ranges. In June, several small boats arrived from Ontonagon, Michigan, with settlers, who located upon the mineral ranges. In July and August, Messrs. Bollen, Morgan, and others, arrived from St. Paul; Messrs. Robertson, Nelson, Baker, and others arrived soon after, and settled upon the banks of the Nemadji river. These parties made the first improvements upon the town site. In September, Francis Roy and Benj. Cadotte, of La Pointe, located here and erected houses; but the following winter disposed of their interest to Messrs. Wm. H. Newton, Geo. E. Nettleton, Benj. Thompson and others. During the winter of 1853-4, Wm. Herbert, J. H. La Fave, M. Cadotte, J. E. G. John, and families, resided in Superior. There were also several log cabins occupied by single men, among whom were Messrs. Wm. Nettleton, W. G. Cowell, Chas. Kimball, A. A. Parker, A. McFarland, R. J. Whitaker, Dennis Deane, Calvin Hood, G. W. Perry, Robert Reed, B. Chase, John Jones, A. Zachae, John Parry, Captain Torrey, John Lavake, Benj. and Geo. Danielson, and others, amounting in all to less than fifty persons.

"In January, 1854, a volunteer company was organized to cut out a road to the St. Croix, connecting with the lumbermen's road to the south. This company consisted of Messrs. Wm. E. Nettleton, D. A. J. Baker, Mr. Bennett, John Lavake, James Harrop, John R. Margus, Joseph Hamel, H. Fargo, J. M. C. McKinsey, Geo. and Benj. Danielson, assisted by several voyagers in the capacity of cooks and packers, undertook and carried through this project, in the brief space of twenty days. In the latter part of February, Orrin W. Bloor and family, and Madison and family, came through and settled at Superior. Messrs. Robertson, Baker and Nelson made a trip to St. Paul and returned in the spring with additional settlers, among whom was Judge Marklund. In March, Messrs. Brunson, Slaughter and others, claimed what is now known as Superior City, as a town site, under the act of May 23d, 1841, but which was also claimed about the same time by parties under the pre-emption act of 1841. [The title to this land, about 320 acres, is still in litigation. This property is distinct from the City of Superior or Superior proper.]

Superior in 1854.—Previous to the completion of the St. Mary's Falls Ship Canal.

"In June, 1855, the vessels engaged in the trade of Lake Superior, seldom visited the head of the lake, and the settlers obtained their supplies at great cost and much trouble; occasionally bringing them from Ontonagon, Mich., in small boats exposed to the storms of the lake. In the summer of 1854, the Superior House and Quebec Pier were commenced; and in the absence of saw mills, the lumber used in their construction was ripped out by hand. Mr. T. Kibbie erected a large and handsome addition to the Superior House, July, 1856. The improvements prior to the spring of 1856, were made under similar difficulties. The first weekly mail to Superior was commenced in 1854, between Taylor's Falls and Superior, and carried on foot by Indian packers.

"On the opening of navigation, in the spring of 1855, the entire number of houses and cabins on the bay front—most of the former in an unfinished condition—did not exceed thirty-five, and almost the entire town site was covered with a thick growth of timber. On the 20th of May, the first boat (the steamer "Sam Ward") brought the printing office of the "Superior Chronicle," the first number of which was issued on the 12th of June following. The first saw mill, erected on the Nemadji river by Mr. Wm. Mann, commenced work the latter part of June; and about the same time the first kiln of brick, manufactured in the vicinity by Mr. John Shaw, was burned. On the 10th of June, the first sermon in the English language at Superior, was preached by Rev. David Brooks, of the Methodist Episcopal church, in the present reading room of the Superior House, then used as a carpenter shop. On the 19th, the propeller Manhattan was the first steam draft to touch at Quebec Pier, though yet in an unfinished condition. Previous to this period, boats landed opposite to Minnesota Point, and passengers and freights were carried to Superior in small boats. On the following day, the Manhattan entered the Nemadji river, and ascended it to the head where Third street, without the slightest difficulty; then returning, she retraced her course. On the 5th of July

the steamer Superior, the pioneer of an important trade with Chicago, entered our harbor for the first time, and the occasion was celebrated by appropriate festivities. A second saw mill, erected on Conner's Point by Messrs. Woodbury, Bothwick and Saylor, commenced work in August. The first term of Douglas county Circuit Court was held on the 2d of August. On the 8th, the U. S. Land Office, at Superior, was opened for pre-emption and private entry. A field of winter wheat, planted by the Messrs. Wright, near the Nemadji, was harvested in August. This experiment of wheat growing on the red clay lands of Lake Superior, was successful beyond the most sanguine expectations. Another trial by the same parties, the following year, averaged twenty-five bushels to the acre, of beautiful plump grain, heavier per bushel, by several pounds, than the general averages. The government lighthouse on Minnesota Point, was finished in 1857. The first edition of the work on Wisconsin and Lake Superior was published in Philadelphia, August 1st, 1857; and the third edition was issued in March, 1858. On the 29th day of October, 1858, Mr. James S. Ritchie exhibited, on behalf of the City of Superior, Douglas and La Pointe counties, Wisconsin; St. Louis and Lake counties, Minnesota, specimens of their various agricultural productions, viz: tobacco, corn, oats, buckwheat, wheat, potatoes, etc. etc., in competition with the United States, at the sixth National Agricultural and Virginia State Fairs, held at Richmond, Va., and also at the Franklin Institute, Philadelphia. He was awarded a special diploma from the U. S. Society. In the fall of 1855 the lands owned by the proprietors of Superior, east of the Nemadji, were platted and recorded as "Superior East," embracing an area about equal to the original site. About the first of June, 1855, the rapid advancement of Superior commenced, and from that period its existence should be dated. Houses were built as if by magic, streets and thoroughfares penetrating the surrounding country, were opened, railroads were projected, and piers and sidewalks constructed. The development of the lands adjacent into producing farms, was commenced in good earnest, and numerous openings surrounding the settlement, illustrated the industry and enterprise of our population. The preliminary survey of the St. Croix and Lake Superior Railroad was made in 1854; and in the fall of the following year the locating survey was commenced. This road connects the head waters of the lake, at Superior, with the Mississippi at Hudson, near St. Paul. In June, 1854, the State census was taken, and the population of Douglas county, of which Superior is the county seat, returned at 385. In January, 1856, a census of Superior was taken, with the following result: children under 5 years of age, 80; over 5 and under 15 years, 57; adult males, 329; females, 119; Total, 485. Buildings.—Dwellings, 105; stores, 17; shops, 14; offices, 15; boarding houses, 8; hotel, 1; blacksmith shops, 2; shoemaker shop, 1; sawmills, 2; brickyard, 1; schoolhouse, 1; churches in construction, 2; U. S. Land Offices, 2; drug stores, 2.

The amount of imports and exports, at Superior, for 1855, was collected about the same time and exceeded \$240,000.

In 1855, the imports amounted to 35,000 barrels, and were valued at \$430,000. The number of houses in June, 1855, were 25; June, 1856, 190; Jan. 1858, 330.

POPULATION.

"The population of Superior is composed of persons from all parts of our own country, and from almost every clime of Europe. The States of Pennsylvania, Ohio, and particularly the City of Philadelphia, are perhaps more strongly represented than the others, while the foreign population comprises persons from the north of Europe. In June, 1854, 385 persons; June, 1856, 200, and in January, 1858, about 1200.

SCHOOLS.—Superior has one select, and three public schools, under the charge of experienced teachers. The excellent system of Wisconsin, offers the best facilities for the education of children, free of expense. There were on the 1st of September, 1858, in Superior, not including the half-breeds, 140 children; of these, 120 attended school. The district was out of debt, and this after paying debts contracted by the previous board of \$100.

CITY CHARTER.—This place was chartered by the Legislature of Wisconsin, May 8th, 1853, under the name of "City of Superior." It includes what was known as Superior City, and various other additions.

CHURCHES.—We have five different religious denominations with resident ministers; Catholic, Old and New School Presbyterians, Episcopal, Methodist and Baptist. The Catholic N. S. Presbyterians, Episcopal and Methodist, have each commodious churches. The O. S. Presbyterians have a large and handsome church in course of erection, to cost over \$4,000. There are Sabbath Schools connected with each denomination.

DOUGLAS COUNTY.

Proceedings of the Board of Supervisors of Douglas county.—The Board of Supervisors met on the 8th of Nov., 1858. Present, Dennis Dean, chairman, John T. Smith, Benj. H. Conner. An abstract of the Assessment Roll of the town of Superior, for the year 1858, as made by E. T. Whitlsey, Town Clerk, was presented, showing that the whole number of acres of land subject to assessment was 98,634 80-100. Aggregate value of land, exclusive of town lots, \$292,263 27. Aggregate valuation of personal property, \$11,080. Total, \$411,786 87. The State tax apportioned to, and charged against the county of Douglas for 1858, is \$1,040. The amount to be raised in School district No. 1, for the current year is \$500. In district No. 2, is \$250, making the total to be raised in the town of Superior for school purposes for 1858, \$750. The taxes for 1858, for all purposes, were declared by the Board as follows: A tax of two mills on total valuation for school purposes, giving \$837 57. A tax of 2½ mills on total valuation for State tax, giving \$1,046 96. A tax of 2½ mills on total valuation for county purposes, giving \$10,409 62. Total amount of taxes to be raised for 1858, \$12,854 15. Dec. 10th, the account of E. C. Becker, County Treasurer, was presented and approved.

1859.

County Officers.

1859.

James D. Roy, Sheriff.
John M. Newton, County Treasurer.
D. George Morrison, Register of Deeds.
Wm. R. Perry, Clerk of Board of Supervisors.

George W. Perry, District Attorney.
Washington Ashton, Clerk of Circuit Court.
William V. Hoge, County Surveyor.
L. F. Wheelock, Coroner.

U. S. Land Officers.

Daniel Shaw, Register.

T. Rush Spencer, Receiver.

SITUATION OF SUPERIOR.

The situation of Superior corresponds with that of Chicago, in being the chief port at the head of navigation of a great lake, and the point where the Northern Pacific and other railroads from the interior of the State will terminate. It is also the most western point accessible to ocean vessels in North America, and it enjoys uninterrupted water communication with New York *via* the Great Erie Canal, and with the Atlantic Ocean *via* the British American Canals and the St. Lawrence river. Its position at the head of Lake Superior, commanding the country lying north and west of the lake, and east of the Rocky Mountains, shows that nature has marked this spot for the great commercial city of this inland sea. It must be remembered that the City of Superior is situated two hundred miles nearer the Pacific Ocean than is Chicago. The great States and cities which are growing upon the Northwest will find their cheapest outlet to the seaboard by the channel of the lakes. Railroads are now in process of construction from the Mississippi river, and towards the Pacific Ocean, which will soon command the produce and commerce of the interior.

The U. S. Territories and portions of British America, which, by soil and climate, are suitable for settlement, and tributary to the City of Superior, may thus be enumerated:

	SQUARE MILES.		SQUARE MILES.
Vancouver's Island, - - -	16,200	Saskatchewan, Red River, Assin-	
Fraser and Thompson Rivers, - -	60,000	boin, &c., - - -	250,000
Sources of the Upper Columbia, -	20,000	Minnesota, Dacotah, Washington and	
Althabasca District, - - -	50,000	Nebraska, about - - -	400,000

The commerce of this vast agricultural region, so abundantly watered by rivers and lakes is naturally tributary to the City of Superior, and will find its outlet there for Europe. During the past two centuries, French Jesuit Missionaries, Indian traders, voyageurs and others, have journeyed in canoes, from the head of Lake Superior to the Rocky Mountains—for there is an almost uninterrupted water communication by rivers and lakes between the Pacific Ocean and the City of Superior. Few are aware that a steamer can depart from the mouth of the Sioux Wood river, at about the central point of the western boundary of Minnesota, thence descend a distance of 500 miles to Lake Winnipeg, then pass 300 miles through that inland sea and ascend the Saskatchewan to the base of the Rocky Mountains—over 3,000 miles of inland navigation. Sir George Simpson, late Governor of the Hudson Bay Company's territory, has repeatedly traversed these regions, a great part of the way in a traveling carriage over the level prairies, in pursuance of official duties. The overland distance from the City of Superior to St. Cloud, Minnesota, is 120 miles, and from thence to Breckenridge 125 miles, and from Breckenridge, Minn., *via* the Red River of the North, to Lake Winnipeg, 400 miles; from thence to the mouth of the Saskatchewan, 200 miles, and up said river to the Rocky Mountain House, 1,000 miles, making the distance of continuous water communication 1,600 miles. A company of enterprising pioneers will in all probability run steamboats in the Spring of 1859 upon these rivers.

Hon. George B. Sargeant, of Iowa, thus prophetically remarks in relation to the situation of Superior:

"Seated at the mouth of the St. Louis river, at the southwestern extremity of Lake Superior, we are as near the tide waters of the Atlantic, within about eighty miles, as we are at Chicago; and we are some Four Hundred miles nearer to St. Paul, and the immense country commanded by that city of marvelous increase. From this, the extreme point of lake navigation on this continent, we have a navigable highway by the Sault St. Marie, the Welland Canal, and the St. Lawrence river, that brings its men of trade into direct communication with the great marts of Europe. Westward, through Minnesota, Dacotah, and Washington Territory, must stretch, ultimately, an important branch of the Northern Pacific Railroad, that will bring the riches of the East to this depot for interchange and transshipment. At this very spot, at the mouth of the St. Louis river, (*Bay of Superior*), Europe and Asia will meet and shake hands in the genial months of Summer. At this point must centre the trade of twenty American States yet unborn, and the British trade of the Red River settlements and Hudson's Bay."

DIRECT TRADE BETWEEN CHINA AND PUGET'S SOUND, PACIFIC OCEAN.

The Pioneer and Democrat, of November 13, 1858, published at Olympia, on Puget's Sound, Washington Territory, announces the arrival of the ship Lizzie Jarvis, Capt. Knips, at Port Gamble, fifty-three days from Shanghai, to load with spars for China. This ship has just completed a voyage out, and hence from China, and is the first vessel direct from that Empire that has arrived at Puget's Sound. The number of arrivals at the port of Bellingham Bay for the six months ending December 31, 1858, were 51 steamers, tonnage about 35,700 tons. There were 152 ships, barks, sloops, etc., with a tonnage of over 28,853 tons. This estimate does not include batteaux and other small craft constantly trading to this Bay.

The *Olympic Pioneer and Democrat* is the first newspaper ever published in Washington Territory. It is a large and handsome sheet, and well patronized with advertisements. The proceedings of the Legislature and the Supreme Court occupy several columns. Another daily effort for those who oppose the Northern Pacific Railroad on account of climate is the raising of fruit trees, such as apple, plum, pear and cherry trees, strawberries, etc. Tulips, hyacinths, &c., is very profitable. Indeed, one party advertised 50 varieties of roses, 40 of monthly roses, etc.,—another, 40,000 trees, from one to three years old, grown from the graft, and commenced his sales the 1st day of November. Olympia is on the same parallel of latitude about as the City of Superior. Recent events clearly prove the great mistake our Government made in not securing Vancouver's Island in the last treaty with the British Government. But we must have it at some time or other. It is as important to our Pacific States as Cuba is to the Southern.

DIRECT TRADE BETWEEN SUPERIOR AND EUROPE.

Vessels can as easily sail from Europe to the City of Superior, as from Chicago to Liverpool. During the past two years, ten vessels, with a total tonnage of 3,600 tons, were built at Cleveland, Ohio, and freighted by merchants of that city for English ports, their cargoes being chiefly staves and black walnut lumber. They all disposed of their freight to advantage, and six returned with cargoes of crockery, bar iron, pig iron or salt. The return cargoes were also profitable. The other four vessels did not return to the lakes, but are engaged in ocean navigation. The cost of the round trip is estimated at from \$3,000 to \$4,000. Detroit and Chicago have sent vessels to Europe. The following are the names of several of the vessels which sailed from Detroit and Cleveland to Europe with cargoes: L. J. Kershaw, Chiefain, Black Hawk, Ouyahoga Chief, and Indian Queen. The D. B. Sexton sailed May 25, 1858, for Liverpool, and from thence with a full cargo up the Mediterranean, arriving at Constantinople the 28th of November. Between 20 or 30 vessels will sail from Detroit and Cleveland, in the spring of 1859, loaded with staves, grain, &c., for European ports. A vessel freighted at Superior for England with 14,000 bushels of wheat, at 40 cents per bushel freight, would realize a handsome profit, and also at \$10 per ton return cargo. Four months is ample time for the round trip.

In a short time emigrants will purchase tickets in the very heart of Europe for the City of Superior, which will take them over Two thousand miles into the interior of America, without transshipment, and with no greater inconvenience than might attend the journey from their homes to the ports of departure.

NORTHERN PACIFIC RAILROAD.

The First Discoverer of the North-west Passage.

About two hundred years ago, Father Hennepin, an old French Priest, the pioneer and explorer of Minnesota, was the prophet, says the St. Paul Pioneer and Democrat, of the Northern Pacific Railroad. The following extract is from Rev. E. D. Neil's History of Minnesota. Father Hennepin remarks: "We may be transported into the Pacific sea by rivers which are large and capable of carrying great vessels, and from thence it is very easy to go to China and Japan without crossing the equinoctial line, and, in all probability, Japan is on the same continent as America." The Pioneer and Democrat adds: "Hennepin deserves the honor of being the first to discover that the true northwestern passage to the Pacific lay through the great lakes, whose waters flow into the Atlantic, and the immense rivers which carry navigation westward to the Pacific. It is thus that the dream of an obscure Franciscan—which seemed to have been buried for ever with his ashes—suddenly reappears after the lapse of centuries, and the seed hid in the mummy's folds takes root, a living momentous fact of the present."

Among the numerous Senators who took active parts in the debates on the Pacific Railroad bill, during the session of 1858-9, were Vice President Breckinridge, Senators J. D. Bright, of Indiana, Douglas, of Illinois, Rice and Shields, of Minnesota, Cameron, of Pennsylvania, Doolittle and Durkee, of Wisconsin, Hunter, of Virginia, Wilson, of Massachusetts. Sen. Seward, of New York, patriotically remarked, on the amendment of Sen. Foster, of Connecticut, that the road should be built exclusively of American iron. "He would consider it a reproach, that an American road should be made with foreign iron to pass over American coal and iron beds." Sen. Bigler, of Pennsylvania, advocated this amendment, and instanced the case of the Pennsylvania Central Railroad, and the Baltimore and Ohio Railroad—the one built of American, and the other of English iron. Mr. Foster's amendment was adopted. The iron mountains of Missouri and Texas sink into insignificance in comparison with those of Lake Superior, the top of which is nearly pure. The official tests prove that Lake Superior iron is far better than Swedish or Russian. Major Wade, U. S. A., reports a specimen that stood a test of 89,582 lbs. to the sq. inch, while the Russian specimen stood 75,000 lbs.

and one from Lancaster Co., Penna., 58,051 lbs. to the square inch. To the State of Pennsylvania demands just protection for her iron interests, from the competition of European paper labor, surely Lake Superior demands it also. England has always protected her manufacturers, and encouraged Home Industry. Her famous navigation laws built up her vast fleet. In our great country, with mountains of iron, inexhaustible veins of copper, coal, etc., wheat, corn, tobacco, cotton, lumber, etc., sufficient to supply the world, we are importing all these articles from England and Europe to our national disgrace. It is Free Trade only on one side—pauper labor against free labor. As fast as California gold arrives it is sent away for iron rails, cotton, woolen and other goods, which ought to be made and exported from this country. The recent "Hard Times" shows that we are paying dearly for heavy importations. Speculation in wild lands has had nothing to do with the late money panic. Money laid out in this way passes from one person to another—it is still in the country, and merely changes hands. But it is different with the vast amounts annually shipped to Europe to pay for articles which should be made from American productions, and by American hands. We are told that Free Trade is necessary for the cotton and tobacco planter and the farmer. This is all nonsense; as if one branch of industry should prosper without another. And we have the Secretary of the Treasury, and many members of Congress, congratulating the country on the late increase of duties for foreign goods which should have been manufactured here. Thus exemplifying the old adage—"robbing Peter to pay Paul!" Congress should protect our manufactures, develop our iron, copper, coal and other mines, and in a few years we will compete with the British in the supply of the world. Give Young America a fair start only—that is all we ask.

The 6th Regiment U. S. Infantry left Fort Leavenworth, Mo., May 27th, 1858, and performed the march across the continent in 102 marching days. They averaged about 100 miles per week, and reached Sacramento (California) without the loss of a man, and only 30 mules died out of 1100. The celebrated Capt. M. E. Maury, U. S. N., prefers two great roads to the Pacific, viz., a Northern route from the head of Lake Superior to Puget's Sound, and a Southern from Texas. He says: "A vessel trading under canvas between our Pacific States and China, describes on every round voyage an eclipse. If she be bound to San Francisco, her route, until she gains the offing of the Straits of Fuca, would be the same as though she were bound into Puget's Sound or the Columbia river," &c. Again he says: "There are no tall houses on the lakes, and none on the Gulf of Mexico. The commercial voice of these two waters, could it be heard, would be raised, each trumpet-tongued, in favor of these two routes." Senator Iverson, of Georgia, submitted a letter, addressed to him from an old fur trader, to the U. S. Senate. It is dated Canada West, Jan. 15, 1859. "Sir: I address you because you advocate a northern and a southern railway—the only ones practicable. A central one might be built, but for five or six months in the year would be impassable, because of the deep and shifting snows of the mountains. I am now a very old man, and have passed many winters on the head waters of the Mississippi, and not far from 49 degrees, and can safely assert that deep snows are unknown there. Over a northern and southern range of three or four hundred miles south of lat. 49°, and extending a long way east and west to the sea, little snow falls; south of these lines there are immense falls of snow, and most intense cold; not so north. We all understood this, to us, an unaccountable fact. Your position, as I understood it, is the true one. Nature is in alliance with you. She has kindly provided a friendly zone at the north, and one at the south, for these two highways from ocean to ocean."

Senator Rice, of Minnesota, a celebrated pioneer of the Northwest, in his speech before the U. S. Senate, Dec. 20, 1858, said: "The country through which a road between the great lakes and Puget's Sound would pass, offers great facilities for intercommunication between various portions of our Union. On this route lie the Mississippi, Missouri and Columbia rivers, and the Red River of the North, supplying means for internal navigation to an immense region of fertile and flourishing country. The lake and the Pacific thus connected, a ship could proceed, without breaking bulk, from the Atlantic, via, the St. Lawrence and the lakes, to the head of Lake Superior, and from that point her cargo could be sent over the road proposed direct to the Pacific, without transshipment. Indeed, so far as part of the Northern route is concerned, I can speak from my own personal knowledge, the country contains a larger portion of arable soil than any equal quantity of land on the Atlantic border, and nearly the whole line of the projected road could be made a continuous farm. North of the 49th degree of latitude, fine crops of corn are raised, and their wheat is of so fine a quality that it is eagerly sought after for seed in the States. Even beyond the 50th degree, wheat of a superior quality, together with oats, barley, and all common vegetables are successfully cultivated. It is highly esteemed as a grazing country. Cattle are not killed during the winter, and hides are frequently driven south a distance of five hundred to seven hundred miles, and there disposed of at a profit, and for a less price than it would have cost the purchasers to raise them.

Governor J. J. Stevens, delegate to Congress from Washington Territory, who started on his great survey of the Northern Pacific Railroad, from St. Paul to Puget's Sound, one week before my first visit to St. Paul, in the year 1853, delivered an interesting address in New York, Dec. 2, 1858, on the Northwest. He said: "The mean winter temperature at Fort Benton, latitude $47^{\circ} 30'$ north, in 1853-4 was $25^{\circ} 38'$ above zero. The average at Montreal, on the Grand Trunk railroad, for the same year, was $13^{\circ} 22'$, and for a mean of ten years, $17^{\circ} 30'$ above zero. At Moscow, for a series of twenty-one years, it was $15^{\circ} 20'$; and at St. Petersburg, for a mean of twenty-five years, $18^{\circ} 10'$ above zero. So successful has been the great railroad from Moscow to St. Petersburg, that they are now pushing railroads in all directions, crossing tracts, where for three months the thermometer never rises above zero, and for many days the temperature is lower than the greatest cold ever reached in the mountains of the United States. We find that Canadian roads are being extended westward, utterly regardless of those objections, experience having shown their futility. If I were asked, where I should expect the most difficulty from snow in the whole country, from the Atlantic to the Pacific, I should say, the first ten miles from the Atlantic ports. The distance from St. Paul and Superior City to Puget's Sound in round numbers is 1800 miles. I think that not only ought the mails to be carried over this route the entire year, but in a limited number of days. It should be carried in wagons in eighteen days. Mr. Collins, our consul at the Amoor river, Siberia, tells us that the great postal service of Russia from Moscow to Irkutsk, in eastern Siberia, is 3420 miles. On this route are 210 stations; the contractors are obliged to carry the mails and passengers twice a week, at 8 miles an hour, in winter, $6\frac{1}{2}$ in summer, and $5\frac{1}{2}$ in the fall. The average time for the entire route is from twenty-two to thirty days, or from 112 to 137 miles per day, while the government couriers go over the route in from 15 to 20 days; or at an average of from 171 to 228 miles per day. That mail route is between the 52d and 58th parallels, crosses considerable mountain chains, and the thermometer in winter, on a large portion of it, is habitually below zero. On this distance of 3,420 miles, the thermometer on a large portion of it, through the winter below zero, he found five hundred cities, villages and towns." A letter from Irkutsk, Siberia, published in the German papers, states that the Amoor company has determined to erect, at its own expense, a line of telegraph from Moscow through all Siberia to the Pacific Ocean. A Russian company, with very liberal privileges, has been chartered to settle the Amoor country, and they have done all in their power to encourage American commerce, and affording only to Americans, every facility to trade and travel in Siberia. Puget's Sound, the terminus of the northern Pacific railroad, is the shortest distance from the United States to the Amoor river. The English papers of February, 1859, are calling attention to the fact that the Amoor river, of which they scarcely knew anything before the Crimean war, is now regularly navigated by a California steamer. It is also stated that the Gulf of Castrie is crowded with American shipping, by whom the carrier trade for transmission up this grand artery of Russia is monopolized.

It was stated in the debates in the U. S. Senate, that a Pacific railroad could not carry freight in competition with the steamers from New York, by sea to California and Oregon. This may be true, no doubt, as regards the Central route. There is uninterrupted navigation from New York via Erie canal to the City of Superior. *I have fully proved this by transporting my sailboat, in July, 1857, from Philadelphia to Cleveland, Ohio, thence via steamboat to the City of Superior. This sail boat was 14 feet in length, fully equipped, and cost for freight only \$11—time required, 8 days. Now it would have been a very easy matter for me to have ascended the St. Louis river and tributaries, the Mississippi and tributaries, crossed a portage of two miles, sailed up the Red River of the North, through Lake Winnepeg; thence up the Saskatchewan river to the Rocky Mountains—indeed it is very probable that I might have launched again on the Pacific ocean.*

A letter, dated Toronto, Canada, published in the New York Tribune of Feb. 16, 1859, states that Captain Palliser, who has charge of a surveying party, sent out by the English government, has discovered a new pass in the Rocky Mountains, about the 51st deg of latitude. It is said to be suitable for the construction of a railroad. The climate in the neighborhood cannot be severe; for Thompson, a surveyor and partner of the Northwest Company, who spent a winter in the neighborhood, reports that a small lake (Bow Lake) never froze all the season, and that birds were plentiful. The following tables are from Blodget's standard work on Ollimetology. "The mean fall of rain and melted snow during observations through nineteen years, at Fort Snelling, near St. Paul, was $25^{\circ} 43'$; at Montreal, for two years, $47^{\circ} 28'$; at Cincinnati, for 20 years, was $46^{\circ} 39'$. The mean force of the wind during the months of January, February, March and December, in each year, for a series of years, was, at Fort Snelling, for 10 years, 1.87; Fort Hamilton, New York City, for 10 years, was 2.96; Fort Leavenworth, Kansas, 2.09. These tables prove that the force of the wind at Fort Snelling is nearly 50 per cent. less than at New York City. Therefore, snowdrifts are nearly fifty per cent. more at New York City and Kansas than at Fort Snelling near St. Paul.

Governor Ramsey of Minnesota, in one of his interesting agricultural addresses, mentions seeing at Fort Garry, British America, latitude 49°, a splendid big stallion of almost gigantic size, and of the finest points, which cost the Hudson Bay Company \$2,000, to import from England; and at the upper Fort he was shown a bull of extraordinary size, and of the pure Durham blood, also imported from England, &c. Hudson's Bay, he says: "In mentioning these particulars respecting a farming community, 600 miles north of St. Paul, my object is mainly to show, how wide a scope of arable land, capable of supporting and destined to support some day tens of thousands of farmers, is spread out away northward in regions which are now ignorantly considered impracticable for profitable tillage, on account of the supposed rigors of their climate. Why, away up on Peace river, on the extreme northern slope of the Rocky Mountains, they raise around the Hudson Bay posts, as Governor Collville told me, as big barley as anywhere in the world, and yet that is in latitude 60° north, on a *TOURIST'S GUIDE THROUGH THE NORTH* says that it is. Indeed, gentlemen, the fear of people east and south, that our Territory is too cold for many purposes of cultivation, is only equalled in absurdity by that other idea I have known expressed by some of the hardy people who have risked us from the British possessions in the far north, that this portion of our Territory is too warm to be healthy."

The fact that immense herds of buffalo roam over the vast prairie of the north is proof positive that snow never falls to a great depth above latitude 40° north. The distance from the City of Superior to the "gold mines" of Fraser and Thompson rivers, may be estimated as follows: Superior to Pembina, 300 miles; to Carlton Place, 600; to Esplanade, 400; to Boat Encampment, 150; Thompson's river, 50; total 1,650 miles. A party of six arrived at Superior, August 14th, 1859, and started next day in a canoe for the gold mines. When I crossed river, Dec., 1858, it appeared that something would be done for the Pacific Railroad, and the northern route been provided for, I fully intended having a salute of 100 cannon fired at Philadelphia, in honor of the event. A few hours spent in attendance on the debates in the Senate convinced me that owing to the national feelings, it was probable that all parties would unite on a central route, as a compromise, and that, too, in defiance of the great advantages of distance, climate, soil, water communication for heavy freight, &c., of the northern route from the City of Superior, over all the others. Fortunately for the northwest, the Lake States, Pennsylvania, New York and New England, the central route was adopted, and Senator Doolittle's amendment to an address for proposals for three routes passed. I wrote the following letter, which was published in the Philadelphia "Press," Feb. 12th, 1859.

WASHINGTON CITY, D. C., Jan. 21, 1859.

Dear Sir:—The bill has been adopted, advertising for proposals for three routes for the Pacific railroad, and is free for all sections. We now know where we stand. As a native of Pennsylvania, I prefer the northern route from the head of Lake Superior, because the greater portion of the iron rails, ties, coal, &c., will be shipped direct from Pennsylvania to the head of Lake Superior. I also know that the distance from Lake Superior, is several hundred miles shorter than by any other route; that the grade is much less; that the road would pass through a rich agricultural country, partly level prairie, watered by noble rivers, and abounding with buffalo; that for summer traffic, over some thousand miles of this we not have been already laid by the same great engineer who built the lofty ramparts which prevent access to San Francisco from the east. First division is from Quebec to the City of Superior, via St. Lawrence river and the lakes, over two thousand miles of ship navigation. Second Division, from Brockton on the Red River of the North to Fort Edmondson, on the Saskatchewan, near the Rocky Mountains, two thousand miles of steamboat navigation—total, over four thousand miles of inland navigation. From my knowledge of the Lake Superior country, I believe that the Northern Pacific Railroad should commence at the mouth of the St. Louis river, or Bay of Superior. This bay is about six miles long, and one wide, affording the finest harbor on Lake Superior, and do not hesitate to say, in the United States, for this purpose. A few miles have been driven near the entrance of the Keweenaw river, into this bay, for a large railroad pier. The U. S. military road presents great facilities for laying the rails; its level, requiring scarcely any grading. Commencing on this road at Turtle Lake, 20 miles from Superior, contractors have nearly completed a new stage road to Crow Wing, on the Mississippi, 150 miles above St. Paul. Now, here is almost 100 miles, more, nearly a level road, and over which a railroad could be laid at a comparatively small cost. Besides the freight alone on iron rails, ties, &c., from Pennsylvania to the City of Superior, would be trifling compared with that paid for rails for the Central and Southern routes. (It is to be regretted that at present there are not iron foundries on Lake Superior, as our iron is the best in the world.) There are now over 300 English Engineers under Captain Palliser, surveying for a Pacific Railroad through British America, near the Pacific. I have no doubt but that English capitalists would gladly assist in building our northern route. The fact is, the English will build their road if we do not undertake them. Let government appropriate sufficient land, and the Northern Pacific Railroad will be the first one completed. It is proved that snow never falls to as great a depth there, neither is the force of the wind as great, as along the central route. I am constantly receiving letters and newspapers by mail from Superior, in from 7 to 9 days from date.

Very truly, &c.,

JAMES R. KITCHIE.

Stage Road from Fort Benton to Walla Walla.—Congress appropriated \$100,000 in January, 1859, to complete the stage road from Fort Benton to Walla Walla in Washington Territory. This is another link in the Northern Pacific Railroad.

ST. CROIX AND LAKE SUPERIOR RAILROAD.

The route of this railroad is from the St. Croix Lake at Hudson, between Willow and Apple rivers, to the junction near Range 12, T. 89, thence branching to Superior and Bayfield by the most direct route.

The St. Croix and Lake Superior railroad received a magnificent Land Grant from government of about one million acres of land to aid in its construction. The route was duly surveyed and approved by government, in September, 1858. The contract was let to Mr. M. L. Noyes, who shipped a large quantity of groceries, stores, &c., to Hudson, Wisconsin, before the close of navigation, in 1858. The contractors had 100 men at work, January 1, 1859, and over a mile had been graded through the bluffs near Hudson, ranging between 30 and 60 feet deep. About the 1st of February they reached the prairie, which needs but little grading for at least 30 miles. It is the intention of the contractor to employ 1000 men in the spring. He is to receive all the Land Grant, which of itself will build the road. When this railroad is completed, an astonishing revolution will be made in the transportation of freight and travel to the northwest. The following tables of distances prove that the Lake Superior route is not only the nearest, but by far the cheapest means of shipping freight to the northwest, and a saving in time of from ten days to two weeks; proving that the trade of Minnesota and its flourishing cities of St. Paul, St. Anthony, &c., will be tributary to the City of Superior. Let us take New York as a starting point, and St. Paul as the head of navigation of the Mississippi as the terminus:

	MILES.
From New York to Chicago, by Canal via Buffalo, and steamers via the lakes,	1280
From Chicago, by railroad to La Crosse, and via steamboat to St. Paul,	462
	1742
From New York to Buffalo via canal,	400
From Buffalo to City of Superior via lakes,	908
From City of Superior via railroad to St. Paul,	180
	1488

Showing a difference of 236 miles, and two transshipments less in favor of the Lake Superior route. When the St. Croix and the Lake Superior Railroad is in operation, the greater part of the visitors who daily ascend the Mississippi to St. Paul, and I have known of from 700 to 1,000 arrivals there in one day, in the height of the travelling season, will cross over to the City of Superior and embark there in our splendid lake steamboats in preference to returning homewards over the same route. In 1850, the number of steamboat arrivals at St. Paul were 104. In 1858, the arrivals were 1066!

MINNESOTA AND NORTHWEST RAILROAD.

This road will use the track of the Minnesota and Pacific railroad, now ready for the rails as far as Anoka, (23 miles distant from St. Paul. From thence, it runs to the City of Superior. It is also proposed to extend this road along the north shore to Pigeon river, the national boundary line.

MILWAUKIE AND HOBICON RAILROAD.

This road is to run from Milwaukee, northwest, to the City of Superior, 325 miles. It is already in running order, over one hundred miles from Milwaukee.

CHICAGO, ST. PAUL AND FOND DU LAC RAILROAD.

This company have also a charter for a road northwesterly from their present terminus on Lake Superior to the St. Louis river or Bay of Superior with the Land Grant privilege attaching to it.

SUPERIOR AND STATE LINE RAILROAD.

This company was chartered by the Wisconsin Legislature, January 1859, with ample privileges to connect with any of the other railroads, which are to terminate at Superior. Its depot grounds will be located somewhere at the mouth of the Keweenaw river. It is the intention of the company to commence operations immediately. Such is the picture of the country back of Superior, and its supplies of timber, together with the fact that the iron rails, ties, etc., can be landed here within four days, from Cleveland, Detroit, or Chicago, that this road, I believe, could be built at the rate of \$30,000 per mile. Extend this road and it becomes the true Northern Pacific Railroad.

STAGE ROADS.



The military road from Superior to Point Douglas, on the Mississippi below St. Paul, commenced several years ago by the United States government, is yet in an unfinished state requiring near Superior, but a small outlay to place it in good order.

In the winter of 1858-9, the mail and passenger sleighs left St. Paul for Superior, three times per week. Fare \$40. They sometimes made the trip in 26 hours. Should stages run the summer of 1859, travellers may connect at Superior, with splendid sea-built lake steamboats, for Detroit, Cleveland and Chicago, and at St. Paul, with the Mississippi steamboats for St. Louis, New Orleans, &c. Mr. G. Dobbs, mail contractor and proprietor, furnished me with the following distances and stopping places of his teams, viz: Superior to Twin Lakes, 22 miles; Tranton, 0; Mooselake, 12; Fortuna, 13; Deer Creek, 13; Snake river, 17; Bushby, 11; Goose Creek, 5; Sunrise City, 5; Middle Branch, 14; Columbus, 11, and St. Paul, 25; total, 150 miles.

The land along this road is open to settlers at one dollar and a quarter per acre. A winter road to Norwood on the Upper Mississippi was opened in the fall of 1857, and has opened to Superior an important trade with the lumbermen of that vicinity, who will henceforth receive all their supplies from this place.

SUPERIOR, MILLE LAC AND CROW WING ROAD.



The proprietors of Superior have appropriated \$25,000 to open a stage road to Crow Wing on the Mississippi, to secure the whole trade of the country adjacent, and that of the Red River of the North and Hudson Bay territory. The contractors for the county commenced September 27th, 1858, at the corner of Second street and Robinson avenue, (U. S. military road,) and graded this road as far as the State line; from thence, Messrs. Robbins and Moore, contractors, opened a road to Mille Lac, which will be completed to Crow Wing.

The Red river fur traders, who now visit St. Paul yearly, in caravans of several hundred wagons, will reach Superior via this new road, and ship their furs direct to Europe. The supplies for the Hudson Bay company will be shipped from England direct to Superior, and thence, via this new road to Crow Wing, Pembina, and other trading posts, as far as the Rocky Mountains.

SUPERIOR AND SEATTLE U. S. MAIL ROUTE.—The bills appropriating 5200,000 for a U. S. Mail route from the City of Superior to Seattle, in Washington Territory on the Pacific ocean, passed the Senate, but was lost by the House refusing to pass the Post Office Appropriation Bill. The British mail steamer, with the mails for the Hudson Bay territory, will, on completion of this road, stop at Superior instead of the present depot at Pigeon river.

SUPERIOR AND STATE LINE PLANK ROAD.—Is a chartered company. This road will run out Nettleton avenue, on the old U. S. military road, to the State line.

MINNESOTA POINT AND KNUKE RIVER PLANK ROAD.—Is a chartered Company. This road will run from the head of Minnesota Point to Knuke river on Lake Superior. The road to Norwood at mouth of Swan river and Pembina, on the Red River of the North, latitude 48 degrees, connects with this plank road at Du Luth.

There are other mail routes now open, viz: to Bayfield and Ontonagon on Lake Superior, and also along the "north shore" of Minnesota to the saw towns. There is also a steam ferry company chartered to run small steamboats between the foot of Hollingshead avenue and Minnesota Point.

COPPER AND IRON.—The reader is referred to the Guide Book on Wisconsin and Lake Superior, for a description of the vast mineral resources of Lake Superior, its mountains of iron ore, and extensive veins of

virgin copper mixed with silver. Large masses of pure copper, weighing from one to ten tons each, can always be seen at the docks of the Lake Superior boats. The copper shipped in 1886 from all the mines of Michigan, was valued at \$2,813,940. In the immediate vicinity of the City of Superior, and particularly on the "north shore" of the lake, large lumps of both copper and iron ore have been found. There is also a splendid show of copper on the "mineral range," in Douglas county, from ten to twenty miles distant. An iron mountain has recently been discovered in La Pointe county, about 80 miles from Superior. It appears to be a solid mass of nearly pure ore. It is fifteen miles long, one quarter wide, and rises to an elevation of from 800 to 1000 feet. 4,720 acres of this mountain are owned by a Milwaukee Iron company, who will commence operations this year.

FISHING.—Lake Superior abounds with the most delicious fresh water fish known. The flavor of its trout and white fish is much superior to that of the lower lakes. The Siscowet, (*Percaipis Guttatus*) weighs from five to twenty pounds, and is only taken on Lake Superior. The sturgeon are remarkable for size and flavor; pickerel, pike, carp, black fish, herring, etc., are very abundant. The lake trout, weighing often from twelve to fifty pounds are caught. The fishing business requires but little outlay, and is remunerative from the outset. Gill nets are generally used. The mouth of every stream is a good fishing ground, and the market price of fish ranges from \$8 to \$10 per barrel. Whitefish and trout are packed about sixty to the barrel, and the barrels will usually weigh 200 pounds. Three men engaged with a good run, will average 3 barrels to a haul, and 200 barrels is an average yield in a good season. As the fishing grounds, are usually free to everybody, fishing is no doubt, when well managed, very profitable. The little propeller *Semeca*, brought to Superior, in September, 1888, about 100 barrels, from a fishing party over twenty miles distant. Every good sized stream near this place abounds with the finest quality of delicious speckled or brook trout. These beautiful fish range from three inches in length to fourteen pounds in weight. It is glorious sport to cruise along the shores of the lake in a sailboat with boat and equipments, visiting the trout streams, living and sleeping in the open air—for chills, etc., are unknown in this climate. Truly, this region is the place for health and enjoyment.

The Fur Trade of Minnesota, Dakota and British America, naturally tributary to the City of Superior.—The aggregate value of furs exported from St. Paul, Minnesota, in 1887, was \$182,481. In 1888, it was \$26,730. Prior to 1844, the entire fur product of Minnesota and British America was collected by the agents of the Hudson Bay Company, and reached the seashore through Nelson's river and Hudson's Bay. In 1843, the first arrival of the annual caravan of Red river carts, those ships of the wilderness, is stated at sixty hundred. In 1844, the whole product of that region, which sought American shores, was conveyed in six carts. The half yearly sale of the furs of the Hudson Bay Company, at London, in April 1847, amounted to \$1,000,000. The annual exports of the furs of the Winnipeg directly tributary to the City of Superior, is about \$1,000,000. *Kassab.*—This a rail road or stage road communication to the Red river valley, and the whole trade of the Hudson Bay company would seek the avenue of exportation through the City of Superior in Europe packed at the present roundabout way to St. Paul, Chicago and New York. The following is a comparison of distances between Pembina, the present depot of the fur trade, St. Paul, Chicago and New York, and the City of Superior to Europe:

From Pembina to St. Paul,	450 miles.	From Pembina to City of Superior,	400 miles.
To La Crosse, (steamboat),	185 miles.	To Quebec,	1260 miles.
To Milwaukee, (Railroad),	126 miles.	To Liverpool, via Straits Belle Isle,	2080 miles.
To Chicago, do	85 miles.		
To Buffalo, via Lake,	780 miles.		4430 miles.
To New York, via Erie canal,	500 miles.		
To Liverpool,	3000 miles.		
	6,188 miles.		

Showing a difference of 780 miles, and four shipments less in favor of the City of Superior, including also nearly 30 miles of railway travel.

COMMERCE OF SUPERIOR.

FOR TRADE.—An important trade in furs, etc. is conducted at Superior, with the Indians of northern Wisconsin and Minnesota. The agents of Mr. Alexander Paul, collect annually, furs to the value of from \$15,000 to \$20,000, which are usually shipped to New York and Europe. Messrs. McCallum and Elliott, at Grand Portage, are also largely engaged in this trade. The time is close at hand when the entire fur trade of Northern Minnesota, Dakota, the Hudson Bay Company's Territories, will centre at Superior. And why? Because freight of all kinds may be shipped at Superior direct to Europe.

LUMBERING.—Lumbering on the St. Louis River and tributaries, Nemadji and Black rivers, and the "north shore," is destined to occupy a prominent place in our exports. A large amount of lumber, shingles, etc. were shipped the past season to the mining towns on the lake, also quantities of ship's knees to Detroit, Cleveland and Chicago. Extensive planeries are adjacent to these rivers and the lake easy of access. At present, we have only a few steam saw mills in and near Superior, and Messrs. Keely, Ford & Co., of Philadelphia Grist mill. The combined capacity of the saw mills is from 20,000 to 40,000 feet per day.

Large quarries of excellent building stone are found in the vicinity of Superior—both granite and red sandstone. Excellent brick have been manufactured from the clay of this vicinity. A large quantity of fish, of various descriptions were packed and exported from Superior during the past season, besides several thousand bushels of potatoes and other vegetables. If cargoes of wheat from the Mediterranean, Black Sea and Chicago find a ready market in England, why should not wheat raised in and exported from the City of Superior do likewise?—We can beat in quality and weight any European or Illinois wheat.

If Captain Church near the ship canal of the St. Mary's River exported ten tons of raspberry jam, in 1887, why cannot some of our farmers? Any man, I care not what his former occupation was, can farm here; and every man can sell his produce. The mining towns below us on the lake, require great quantities of supplies, which, until the past season, were brought from Detroit, Cleveland and Chicago. The following excellent letter from Wm. Mann, Esq., of Superior, published in the *Chronicle* of Sept. 14th, 1888, proves the correctness of my assertions. He says: "Two months ago, when every man in town was planting potatoes in all the vacant lots he could fence in, it was the general belief that potatoes would be a complete drug; and one of our farmers then told me he would contract to supply them at two shillings per bushel. A month ago, he would not deliver them under three shillings per bushel; and last week, I wanted to buy some potatoes from him, and he asked four shillings per bushel, and would not sell for less, for 1½ was offered forty-three cents for all he could dig, by a man who wanted to send them down to other points

on the lake. This is one of the advantages of our position, and if we had 10,000 bushels to spare, could dispose of them all at a profit, after paying *three shillings* a bushel for them here.

* **STEAMER ARRIVALS.**—The following are the arrivals of steamboats, only from the lower lakes: In 1855, 23; 1856, 40; in 1857, 69. The steamer *North Star* reached the City of Superior about the 21st of April 1858, and returned to Olerland, Ohio, into winter quarters, Nov. 21st. Were it not for the closing of the St. Mary's river, there would have been unobstructed navigation to Superior, throughout the winter of 1858.

NEMADJI RIVER.

This beautiful stream divides the City of Superior as laid out by the "Proprietors," into nearly equal parts: East and West Superior. It is from twenty to thirty yards wide, and unobstructed by rapids for over ten miles. On one of its tributaries, copper ores have been discovered in large quantities. Near the head waters of this river are extensive forests of the finest varieties of timber, and many lumbermen are employed in floating logs to Superior. The country between the Nemadji and St. Louis rivers, is alluvial and heavily timbered. A large portion of the land is taken up by settlers, who have made considerable improvements, and some of the best farms in Douglas county are along its banks. The banks of the beautiful Nemadji—Indian name for left hand—are overhung with verdure; and one of the favorite excursions of strangers, is to ascend this river in boats, visit the farms, etc.

ST. LOUIS RIVER.

This river, considered the primary source of the St. Lawrence, rises in the northeastern part of Minnesota, and enters Lake Superior on the west. Near its outlet, it widens into what is called the Bay of St. Louis, and from Conner's and Ble's Points into the Bay of Superior. The tributaries of the St. Louis approach within three or four miles of those of the Upper Mississippi, and the construction of a canal connecting the monarch of lakes, and the father of waters, with no doubt be accomplished in the course of a few years. The St. Louis flows through a rich alluvial country, partly timbered, and partly covered with natural meadows. It is very winding, with numerous islands, and is navigable for steamers to the village of Bon du Lac, about twenty miles from Superior. In the shallow places, wild rice grows in great abundance, and immense quantities of excellent building stone and slate are found along its banks near Bon du Lac. It is supposed from surface indications, that mineral ores abound, and certain formations prove that the lake once extended here. There are also large quantities of excellent lumber out on its shores. A great many farms have been opened along the banks of the St. Louis, particularly on the Minnesota side, by industrious settlers, at a cost of a *Land Warrant, or one dollar and a quarter per acre*. The size and quality of wheat, vegetables, etc., raised are truly extraordinary! The propeller *Seneca*, makes tri-weekly excursions from Superior to Bon du Lac. I recommend this delightful trip to all visitors. Many travellers ascend the St. Louis and tributaries in canoes, then their voyagers carry the canoes, baggage, etc., across the portage, and launch again on one of the tributaries of Sandy Lake, thence down the Mississippi to St. Paul. This is a delightful trip, requiring from seven to ten days—a good canoe and stout voyagers to manage it.

DOUGLAS AND LA POINTE COUNTIES.

"These are the most northerly counties in Wisconsin, bordering on Lake Superior, and containing within their present boundaries, every variety of soil, timber and minerals to be found in the Lake Superior region. They are well watered by numerous streams flowing into the lake and St. Croix river. In the vicinity of all these streams, alluvial bottoms of the best quality for farming purposes, offer rare inducements for settlers, at *one dollar and a quarter per acre*. Upon these lands, the wild hop, of an excellent quality, grows spontaneously; wild plums, currants of several species, gooseberries, raspberries, etc., grow in abundance. Almost every township possesses several varieties of soil, suitable for grass and wheatlands, and is now open for pre-emption by settlers at government price. White and yellow pine, hemlock, sugar and bird eye maple, and oak are abundant, also white cedar for staves, fencing and boat building, besides tamarack and birch. These varieties constitute no small portion of the wealth of these counties. Almost every acre of these lands contain timber enough to more than pay for their cultivation." The timber is cleared off with the greatest ease, singular as it may seem to those accustomed to clearing the forests of New England, Ohio, Kentucky, etc. The roots here appear to be mostly upon the surface. I am at a loss to account for the disappearance of the original forest; occasionally, one meets with, near the lake, a gigantic pine tree, or the decayed trunk of a monarch of the forest, lying across the trail, but the greater portion of the timber along the shores of the lake, is of second growth, and caused evidently, by the action of fire. The decay of vegetation in this region is very rapid.

LASALLE is one of the prettiest town sites I know of, in Douglas county, Stoniz township, T. 49. R. 10., on the shores of the lake, situated at the mouth of the Brulé river. I camped several days on this site. Messrs. Speaker and Coburn, E. McQuaid, Z. Brown, and several others, and a few Indians had their fishing stations here, and exported large quantities of white fish, muskell, and lake trout.

BARK POINT is a town site laid out on Bark Point Bay, La Pointe county, forty miles distant from Superior.

COUNTRY BETWEEN LAKE SUPERIOR AND THE MISSISSIPPI.

"The region between the head of Lake Superior and the Mississippi, is a rolling, well-watered, and generally well-timbered country. The soil varies from a dark brown clay, mixed with gravel, to a light sand. The timber includes some very valuable pine, oak, ash and maple. The road, as located from Superior to the mouth of Willow river on the Mississippi, crosses *fourteen* streams of water, from ten to forty feet in width, and passes twelve deep clear lakes, from one half to three miles in length, some of them apparently without any outlet, and well stocked with fish. The streams are skirted with good, dry meadows, of blue joint and red top grass—the latter being as good grass as grows in the western country. The streams were once frequented by beavers, the remains of whose dams and houses are still visible. The soil on these meadows and near the streams is a deep, rich gravel, intermixed with clay and sand, and the more open places abound in wild fruit, including the grape and the cranberry. Wild hemp also grows spontaneously. The

bottoms on the Upper Mississippi are as rich as the bottoms of the great rivers in a more southern latitude. Giant oaks, and wide spreading elms, the tall and graceful poplar, and the firm limbed maple, grow as large and thrifty as in the far famed valley of the Rock river of Wisconsin and Illinois; and no wonder, for the soil is a rich, black, sandy loam. Corn, potatoes, and other vegetables are raised by the Indians and traders throughout the whole region from the lake to the Red river. The missionaries at Leech, Sandy and Cass lakes, and at Red lake, in latitude 48°, north, raise from fifty to seventy bushels of corn to the acre, a fact well known to those who have visited the country. Game, fur and fish are very abundant in the whole of this region, and it has been remarked, that no portion of North America is so well adapted as this for the first settlers to gain an easy livelihood. Woodland, prairie, meadows, streams of water and lakes, alternately succeed each other, as the traveller passes over this uninhabited but interesting country, which, a few months ago, belonged to the wild red man of the forest."

NORTH SHORE OF LAKE SUPERIOR.

"There is no part of the northwest more important to the prosperity of the City of Superior, than that portion of country known as the North Shore lying in Minnesota, along the head of the lake and composed of the counties of St. Louis and Lake. These counties extend from latitude 46° 40', to 48° 40', or about 140 miles north and south, and from the mouth of the Wisconsin river, the United States boundary, west nearly to the Mississippi, a distance of about 150 miles east and west. These counties contain an area of nearly 10,000 square miles, are watered by numerous streams, some of which flow into Lake Superior, into the Mississippi, and others flow their way into Hudson Bay, by way of Lake Winnipeg. I believe it requires but fifteen days of canoe voyaging from the City of Superior to Port Albany on Hudson Bay. The geological character of a large portion of this region is good for mining purposes. I have examined many very rich specimens of pure copper ore obtained from Kettle and Stuart rivers. Geologists and others, who have long resided among the copper mines of Michigan, assured me that the surface indications of the "North shore," proved the existence of veins much superior to those of Michigan. Around Grand Portage and Elk River, iron ore is deposited in beds of considerable thickness, and further explorations may discover valuable mines."

"The North Shore is covered with a heavy growth of timber; pine abounds in inexhaustible quantities, intermixed with maple, oak, spruce, birch, fir, elm, poplar, basswood and cedar; the beautiful mountain ash is found upon the banks of all the streams and numerous lakes."

"The soil is a deposit of clay and sand intermixed with the decomposed mineral bearing rocks, and containing the oxide of iron, magnetic iron, sand and other minerals; and at whatever depth it is turned up, will produce any of the usual grains, or vegetables in abundance, and of a size and quality far superior to the productions raised in the Atlantic States. Between the heads of the St. Louis river and the village of Buchanan are some two hundred farms under cultivation, having from five to fifty acres of land cleared for crops the coming season. At Beaver Bay is a thriving settlement of Germans, numbering, in 1868, over four families. Farms are also being opened at various points along the shore below." At this portion of Minnesota, I open to settlers, at one dollar and a quarter per acre.

TOWNS AND VILLAGES.

Pon du Lac, T. 48, R. 15, is prettily situated on the St. Louis river, distant about twenty miles by water from the City of Superior in St. Louis county, Minnesota. It was formerly an important trading station of the American Fur Company. The surrounding country is of unrivalled fertility, and rapidly filling with industrious settlers. An Indian payment annuity takes place here. It has a hotel, dock, etc., and, in my opinion, is one of the prettiest sites for a town anywhere near to Superior.

In 1850, the propeller Manhattan, chartered by the American Fur Company, rounded the St. Louis river without difficulty, and unloaded her freight at this place. Col. R. B. Corbett and Alexander Paul, Esq., offer great inducements in the sale of town lots to settlers. Mr. Paul has one of his trading posts here.

Wadena is laid out on the Wisco River, opposite Pon du Lac, by a Company who have erected a hotel, etc. A wagon road is projected from this point to Sandy Lake. Malla City, on the St. Louis river, a few miles above Pon du Lac, and Twin Lake, are town sites recently laid out in St. Louis County.

Mitroch is situated a few miles below Pon du Lac, in St. Louis County, on the river. Messrs. Keeley, Ford & Co., of Philadelphia, have a saw and grist mill here.

Oxart, T. 49, R. 15, the largest settlement of the North Shore, is very prettily situated on the Bay of St. Louis. E. P. Ely, Esq., owns the place, and also one of the oldest white settlements of this region, has an extensive steam saw mill in operation, and exports a large quantity of lumber, shingles, etc., to the mining towns on the lake. Mount Ontario, one of the "Minnesota Harpings," rises back of Oxart to a height of about nine hundred feet, and a magnificent view is presented from its summit of the Bay of St. Louis, Superior and the Lake.

Jack's Point, in connection with Connor's Point, on the Wisconsin side, separates the Bay of Superior and St. Louis. The channel of the river here is over fifty feet deep. Thirty hundred and twenty acres of this point was lately laid out into town lots by Dr. W. H. Wood, Esq., one of the first residents of Superior, who offers them for sale on the most reasonable terms.

It seems to me that this point is one of the most eligible locations for a railroad to reach the Bay of Superior; and that the line will doubtless come when a magnificent structure will span the bay from Connor's to Jack's Points, and over which a railroad will enter the City of Superior.

Du Larn, T. 50, R. 14, is situated partly on the head of Minnesota Point. A large steam saw mill and a few frame houses have been erected in the last two years.

Maproquet, a town site on Minnesota Point, between Du Larn, and the village of George R. Sparks, Esq. Portland and Oxart, T. 50, R. 14, are very prettily situated near the head of Lake Superior, and from the extensions of Dr. Robinson and others will no doubt soon be a thriving place. A pier and wharves have been erected. Portland is the seat of the U. S. Land Office for the North Shore of Minnesota. Hon. Samuel Clark is the Register and Mr. Whipple the Receiver.

At some future day, and by no means distant, when our railroads are in running order and the Northern Pacific road pouring into Superior the treasures of Asia, Oceania, Australia, Africa and South America, there will be one continuous row of dwellings, stores, docks, etc., along the entire front of the Bay of Superior, and also for miles along the head of the lake; then the Bay of Superior will present a busy aspect, and will be thronged with a fleet of vessels loading the flag of nearly every nation.

Chippewa, Carlton and Minnesota are town sites laid out a few miles distant from Indian.

Hoodland, on Grand Lake, Vauclay, on Rice Lake, are town sites recently laid out in St. Louis County.

Brownland, T. 51, R. 15, is prettily situated on a small bay about twenty miles distant from the City of Superior. It has a pier and hotel. A Copper Mining Company was organized and will commence operations in the Spring of 1869.

Honkewah, T. 52, R. 15, the county seat of Lake County, Minnesota, is prettily situated on a rise of about fifty feet above the level of the town site, a vast wall of rocks rises to a height of over sixty feet from the water's edge; on this summit is an extensive promenade, called very appropriately, "Currier's promenade," in compliment to David Currier, Esq., one of the first settlers of the town.

Maproquet, Elkharbour, Sandwick, Elixton and Hinkawha are also town sites, situated on the north shore of the Lake.

Bayview Bay, is a thriving settlement of Germans, who are doing remarkably well in raising crops on this rich soil, which they purchased of Government at the rate of ONE DOLLAR AND A QUARTER PER ACRE. They have a saw mill, and one fine hundred acres under cultivation, and cannot fail to become a prosperous community.

no Pomorie, is situated on Wigron River, near the British line. It is celebrated for its *trout* in fact, fish, etc. in plan payment annually occurs here, and is the occasion of a great gathering of the Chippewas. *Isle Royale*, this island is celebrated for its harbor, copper veins and fisheries. Messrs. McCulloch & Elliott have extensive fisheries here. The scenery along this region is as attractive, if not more so, than any other portion of Lake Superior.

AGRICULTURAL RESOURCES.

I intend this publication more particularly for the benefit of agriculturists—the farmer, mechanic, laboring man, and foreign emigrant—who desires to settle upon our rich government land worth one dollar and a quarter per acre, and enjoy this pure and healthy climate. *I shall prove by an unanswerable array of facts and figures, that the lands around the City of Superior, are in reality worth as much as those in the interior of Illinois, and much more than those of Kansas or Nebraska.* That it costs more to raise a bushel of grain, etc., in both Illinois, Kansas and Nebraska—in the one, from the high price of land and transportation, and in the other from the rate of transportation alone to market. Every one knows that reepliment, railroad freight, charges, etc., from Kansas to Chicago and New York, are enormous. While Superior freight may be landed as New York, *viz.* the Erie canal, Philadelphia *viz.* Delaware and Raritan canal, also at Baltimore, &c., or at Liverpool without reepliment! Therefore, every bushel of grain raised in Illinois costs more on account of the farmer paying from \$15 to \$30 per acre for his land, and then having to compete with the Superior farmers, who pay but \$1.25 per acre. While the Kansas farmer is obliged to send his grain nearly twice the distance to market. And to say nothing in comparison of the pure northern atmosphere of Superior, and the keen winds, fever, ague, etc., of the other. The cost of breaking and fencing a prairie farm, will be given from the statements made by the agent of the Illinois Central Railroad Company, and the farmer, mechanic, laboring man and emigrant who wishes to select a healthy, rich and cheap home, from government land, can, from these statements, conclude whether or not, to settle in or near Superior. Agriculturists only are wanted—without them no country can prosper. There are millions of fertile acres in this neighborhood, waiting for industrious men to occupy them. It requires neither manure nor scientific principles to raise vegetables in profusion upon this virgin soil, and a large portion of the crop of last season, was raised by mechanics.

Our first frost occurs generally about the 20th of September. The first heavy frost of 1868, occurred the 7th of October, and caused but trifling damage. The heaviest frost I ever met with, was near Washington, D. C., October 28th, 1838, while on my way to the U. S. Agricultural Exhibition; we have no such damp infestations on Lake Superior!

In an address delivered in St. Paul, Governor Ramsey says, in relation to the valley of the Red River of the North, "That so great is the luxuriance of the grasses in this valley, that the buffalo winter there and find food by pawing away the snow to get at the sward beneath. Even at its *utmost shade*, at Pembina mountain, latitude 49°, where I stayed with Rev. Mr. Elecourt, on the night of October 2d, 1851, water-melons and cantaloupes were served to us for desert, and the first frost that occurred sufficient to kill those vines, was on the very night I passed at that point, at which is located the thriving settlement of St. Joseph. We also saw Indian corn raised here." Again, he says of a portion of this region: "It is a paradise of beautiful lakes and groves, and waving meadows rank with wild fine grasses, often as tall as a man riding on horseback. This is a glorious valley, and wide savannas of the Red River of the North itself, clear up to Pembina, near the British line, inviting the farmer, whether stock-grower or grain-raiser, to luxuriate upon its fertile bosom—a land flowing with milk and buffalo."

In this connection I will remark, that Superior and adjoining country is perhaps one of the most favorable regions in the world for raising and fattening cattle. The steadiness of the climate is peculiarly adapted to raising stock of all kinds.

Mr. Ross Wilkinson, who has a farm near St. Paul, Minnesota, informed me that he planted a quantity of the variety known as the *eight-row yellow flint corn*, the 27th of May, 1868, and raised 60 bushels of *shelled corn* to the acre. He also sowed the "white blue stem," winter wheat, from Allegheny county, Pa., and raised on the sod, wheat weighing 67½ pounds to the bushel, and 45 bushels to the acre. He raised among other vegetable curiosities, an Egg plant, 8½ inches in diameter, and 202 inches in circumference. *No waxes were sent.* We are greatly interested in the prosperity of the farmers of Minnesota, for their grain, etc., must find its outlet to market, and be shipped for Europe, from the City of Superior.

INDIAN CORN.—It has been asserted that we cannot raise Indian Corn as a permanent crop. I have only to say, that the best crop I ever sowed, was raised in and near the City of Superior, by Messrs. Shagren, Chasseau, Hunt, M. E. Wright, Grant, Newton, Bay, and others, some of it was from seed sent from Philadelphia. I exhibited eight different varieties of corn at the sixth National Exhibition, held at Richmond, Va., October, 1868. Mr. T. Burke, of Red Cliff, near Superior, furnished me, September 7, with samples of well-pated corn, almost too old for the table, raised from seed from the Red River country, latitude 49°. I sowed corn in Bayfield and La Pointe, near Superior, which was full ripe August 15th. And finally, the market of Superior was well supplied with corn of many varieties, from the middle of August until the middle of October, at prices ranging from fifty to twenty-five cents per dozen. A stalk of corn, eleven feet six inches long, bearing on our fourteen inches in length, and well proportioned, was raised on the St. Louis river, from a grain plucked up on Quabbe Pier, Superior, and exhibited in the fall of 1846. One farmer cleared \$750 on an acre of this early corn. The missionaries stationed at Red Lake, four days north of Superior, say that no crop is raised or more abundant *so far north than Indian Corn!* Several of our citizens had their surplus crop ground for family use. Mr. Pike, near Bayfield, says his corn yielded him about 40 bushels to the acre.

Tobacco.—*Sagadahoc.*—Mr. W. H. Chasseau, horticulturist of Sweden, who resided a few years in Kentucky, has raised for the past three years several varieties of extra fine tobacco, better, he thinks, than any he formerly raised in that state. I exhibited several specimens of his leaves, 2½ feet in length, at the U. S. National Exhibition.

Sugarcane.—I received a few extra fine sugars of Mr. Chasseau's manufacture, the first I believe ever raised and made on Lake Superior, and above the 46th degree of north latitude.

The sorghum or sugar cane seed, from Mr. Peabody Morris, Chester county seed store, Philadelphia, planted by Mr. Chasseau, arrived at maturity, and averaged in height over eight feet.

WINTER WHEAT.—The first winter wheat was raised as an experiment by the Messrs. Wright, October 12, 1866, and was of a better quality than three-fourths of the wheat grown in the United States. A considerable quantity was grown in 1868, and from the large number of bushels planted September and October, 1868, it is very probable that our farmers will find it necessary to ship their surplus flour to Cleveland, Detroit or Chicago, instead of importing from those cities as heretofore. I exhibited a variety of winter and boarded wheat. The heads were larger, and the grain plumper and heavier than any at the United States Exhibition or any others else. Several of the largest grain merchants at Cleveland, and Detroit, assured me these samples were far superior to any they had ever met with. Heads of wheat, measuring from five to six inches, are very common.

We can beat the Union in raising winter wheat, and why? Because the snow covers the tender sprout all winter.

THIS DIPLOMA FOR COMMENDATION,

For a variety of specimens of the Agricultural products of the shores of Lake Superior;
is awarded to James S. Ritchie, by the

AGRICULTURAL SOCIETY,

At the Sixth Exhibition, held in Richmond, Va., October, 1858.

BEN PERLEY POORE, Secretary.

TENCH TILGHMAN, President.

THE FRANKLIN INSTITUTE EXHIBITION, held in Philadelphia, October, 1858, published in their Annual report the following: "The Committee on Agriculture deem it proper to notice a collection of potatoes, beets, tobacco, and varieties of Indian corn, Hungarian grass, etc., from the City of Superior, presented by James S. Ritchie, remarkable for their size and rapid growth."

THE PENNSYLVANIA STATE AGRICULTURAL SOCIETY in their report, say: "A very interesting display of vegetables, etc., was made, Philadelphia, Nov. 16th, 1858, by Mr. James S. Ritchie, grown at the City of Superior, Lake Superior, consisting of large and reputed excellent potatoes, some ten kinds; a monstrous turnip; four varieties of corn; a specimen of Hungarian grass; bearded and other winter wheat, tobacco, hops, peas and beans cultivated on the unmanured soil of that region. The committee call attention to the potatoes of large size, turnips, tobacco, and cereal and grain, raised in the unmanured ground in the City of Superior, Lake Superior, exhibited by Mr. James S. Ritchie."

The newspapers of Lake Superior, Wisconsin, St. Paul, Minnesota, Detroit, Michigan, Cleveland, Ohio, Harrisburg and Philadelphia, Pa., and Washington, D. C., also noticed the unusual size and appearance of these specimens, as did D. J. Brown, Esq., Chief Clerk U. S. Patent Office. The Philadelphia Public Ledger of November, 1858, contained the following: "THE SUPERIOR AGRICULTURAL PRODUCTIONS.—We have been requested to say, that although the potatoes, etc., sent here from the City of Superior are bruised and considerably shrunk up by the heat of the rooms in which they have been exhibited, yet the owner is anxious for competition, and will meet the farmers of Pennsylvania, New York, New Jersey, or any other State, at the next monthly meeting of the Pennsylvania Horticultural Society, held on the second Tuesday of December. Then and there he is ready to submit the case to judges appointed by the Society, or whoever the meeting may select." I need hardly add, that no farmer from either of the States mentioned had the temerity to appear.

The diplomas and other testimonials, coming from such high sources, were particularly pleasing to me, who had the pleasure of representing for the first time on record, the Lake Superior region at a National Agricultural Exhibition, and of competing successfully with the products raised in the City of Superior, Douglas and La Pointe counties, and Bayfield, Wisconsin, St. Louis and Lake counties, Minnesota, with those from all parts of the Union. Thus settling the question of climate, soil and market of the City of Superior.

No wonder the President of the U. S. Agricultural Society, remarked: "Here is a person who has travelled nearly 2000 miles to compete with us." Yet my journey to Richmond, Va., was made in seven days and ought to have been within six! Including all stoppages, nearly 1000 miles were travelled in a steamboat on the lakes. Thus passing through nearly nine and a half degrees of latitude, and sixteen of longitude. Do not these facts prove the greatness and extent of our Union? In this connection, I will add, that the farmers of St. Croix county, over one hundred miles south of Superior, were awarded the first premium at the Wisconsin State Exhibition, held in Madison, in 1856, for spring and winter wheat, corn and vegetables.

U. S. AGRICULTURAL SOCIETY.

The Seventh Annual Meeting of this Society, was held at Washington, D. C., Jan. 12th, 1859. Delegates from nearly all the States, and some of the Territories were present. I represented the northern part of Wisconsin, Minnesota and Lake Superior. President Tilghman, in his annual address, thus remarks in relation to the Sixth Annual Exhibition: "The number and character of the delegates from other States, and from Canada, and the variety and remoteness of the points from which articles were brought, including a collection of very fine vegetables from Lake Superior, afford gratifying evidence of an increasing interest in the exhibitions."

I addressed the following letter to the Society which was referred to a Committee for publication:

WASHINGTON, D. C., Jan. 14, 1859.

GENTLEMEN:—As I am the first person who has represented the Lake Superior region, at any of your Annual Exhibitions; it is but doing that on this memorable occasion I should address a few remarks to this Society. I have the pleasure of meeting representatives from nearly all portions of the Union; but I stand alone, the sole delegate from that great region lying above the 45th degree of North latitude, and beyond the 90th of West longitude—a country hitherto almost unknown; its climate supposed to be inhospitable—its soil regarded as unfit for cultivation, and only worthy of note on account of its vast mineral treasure. Yet this region was partially explored by French missionaries and voyagers from Canada, several years before the arrival of the Pilgrim Fathers on the rock at Plymouth.

Knowing full well the prejudices entertained by most persons against the Lake Superior region, as an agricultural country, I determined to set myself an agricultural industry, and to enter into competition with the products of the Union at your Sixth National Exhibition. With these views, I purchased a variety of seeds in Philadelphia,

including Indian corn, sorghum or sugar cane, peas, beans, etc., and sent them to the City of Superior, at the head of Lake Superior, on the first steamboat. They arrived about the 2d of May, and were duly planted—some in a sandy loam, and others in black soil mixed with red clay. It must be remembered that the soil of the City of Superior, now numbering over 400 houses, was, in 1844, a dense wilderness, and that our first planting worthy of note, was in 1847. The soil is what is known as a government or wild land, worth one dollar and a quarter per acre, and covered with a scanty growth of pine and other timber; no manure was used, and the product astonished all beholders.

Travelling, as I had to, a great distance from Superior, nearly 1,000 miles of steamboat navigation on the lakes to Cleveland, Ohio, and from thence via railroad to Richmond, Va., nearly another 1,000 miles, it will readily be seen that to reach the exhibition in time, I could not encumber myself with much baggage, and merely brought with me a few specimens of corn, wheat, tobacco, potatoes, turnips, oats, buckwheat, barley, peas, beans, hops, timothy, clover, Hungarian grass, etc., etc., of extraordinary size and quality, raised mostly by men who had little experience as farmers, on government land and without manure. A few of these specimens were from St. Louis and Lake counties, Minnesota, La Pointe county and Bayfield, Wisconsin. These results you will agree with me are wonderful, and speak volumes in relation to our soil and climate. Owing to diversions on the lakes and railroad connections, the journey, through nearly 9 degrees of latitude, and 14 of longitude, occupied about 7 days, and I arrived at Richmond, Va., two days before time, on the day previous to the close of the exhibition and in a heavy rain-storm. A special committee was appointed, to examine my specimens, and they unanimously awarded me a special diploma of merit.

I will not detain you, gentlemen, with an account of the Lake Superior region, and that portion of country north and west of it, but will only remark that we have not the intense June and July sun of the Eastern, Middle and Southern States, but much longer daylight in summer, enjoy to our Northern latitude, than any other portion of the Union. The first heavy frost at Superior occurred Oct. 15th, 1853, and could not be compared to the frost I observed from the cars, two weeks later, between Baltimore and Washington. Our first sleighing was December 2d. Corn was fit for the table, August 15th, and I enjoyed out during the past summer over a month, while exploring the country, exposed to all kinds of weather, sleeping the greater portion of the time in the open air, on the sandy shores of Lake Superior, yet was not troubled with even a cold. The snow with us never falls to so great a depth as it does in New England, or the Prairie States, neither is the force of the wind as great—our variations in high many years by the U. S. Army Surgeons prove these assertions. The City of Superior is only distant about 80 miles further from New York by water than Cologne is, although several degrees further west. It has unobscured water communication with Europe via the lakes, St. Lawrence river and canals. In a few years, the wheat and other products of the far northwest and portions of British America will be shipped from this spot direct to Europe. We hardly realize that there is an inland navigation of over 3,500 miles from the Red River of the North, through Lake Winnipeg, and the Saskatchewan river and tributaries, to the Rocky Mountains, through British provinces, about 11,000 miles. Fifty years ago, the commerce of our great lakes was mostly carried on by means of Indian canoes—now our active lake commerce for 1857 more than doubled that of the ocean, and exceeded the vast sum of \$200,000,000; in the next decade, will probably reach \$1,000,000,000.

I fully recognize the importance of these National Exhibitions, and trust that the great Agricultural class—the horse and horse of our country—will awake to the true interests, and that our men of high schools, colleges and medical firms, may be established in every State and Territory. It affords me great pleasure to add that the efforts of the U. S. Patent Office have been attended with the most gratifying results. The Chief Clerk D. J. Browne, Esq., has presented me with a variety of choice medals, etc., which will be usefully planted, and a full rap at made at the close of this season.

From my knowledge of the agricultural products of the City of Superior, I fear not competition from either the Northern, Southern, Middle, or the Western States in the productions I have mentioned, and trust that we may have an opportunity of competing with you all at the next annual exhibition of the society.

Allow me to return thanks to the President, General Tilden, Messrs. McClellan, Ben Potter, Pease, D. E. French, John Merryman, and the other officers and members of the Society, and also for the complimentary notice in the Seventh Annual Address of the President of the Lake Superior products. And now, gentlemen, I will conclude with hearty wishes for the future success of the Society and of the agricultural interests of our Union.

LETTER FROM A SWEDISH HORTICULTURIST IN REGARD TO OUR SOIL, etc

Superior, Douglas Co., Wis., October 24th, 1853.

J. S. RICHMOND, Esq.:

Dear Sir—While yet having an opportunity before you leave, to return for your kindness, in sending me last spring many varieties of seeds for experimenting here, I trust you will accept a few specimens, raised in a sandy loam, on the banks of the Nemadji, one mile from Superior, with a statement of the time of sowing and maturity. My 14th—Began the spring work on my garden, when beds of asparagus were made and planted from last year's seedlings, besides different sorts of peas, mangel-wurzel and turnips; onions, barbed and turning round beets, persimmon, cucumbers and scarlet radishes. The peas, onions and beets were ready for market the latter part of June, and the asparagus matured three weeks after the sowing of seed. May 10th—Planted Carter potatoes in drills 2½ feet, the rows between with eight inches, when dug, October 4th, the result from the half bushel planted was twelve bushels, like the samples I send you, (weighing three-quarters and one pound each.) May 11th—Planted the early sugar corn you sent me, the ears were fit for roasting the latter part of August. One third of a peck of the real Irish potatoes you sent me from Ireland, were cut with two or three eyes in each piece, and laid shallow in ridges, three feet apart, with one foot between the rows. The vines grew larger and thrifter than any other sort on the same soil, and when dug, October 10th, I had the gratification of counting twelve potatoes, averaging 1 lb. 8 oz. each, and the entire yield from the one-third peck was 4½ bushels. May 17th—Planted early man-of-war, Venturian, and the Swedish brown bush beans. They were fit for the table the middle of August. May 21st—Planted the sorghum or sugar corn you sent me. When cut, October 30, the stalks averaged 8 feet in height. The corn at the same time measured 10 feet. The hops I send you were taken from my clump on Bluff Creek the middle of September, the usual time of gathering them in the wild state. My tobacco was raised in a sandy loam, and the leaves were at 2½ feet in length. Well, sir, from the above result, undoubtedly this will do for an acre that the soil about Superior will produce vegetables, etc., of the finest quality. The result is, that our soil with its manure is excellent, and will accordingly show a still better result in future, when proper cultivation and exposure to the atmosphere.

Very truly, &c.

T. H. COCHRAN, Horticulturist.

LETTER FROM WILLIAM MANN, Esq., JUSTICE OF THE PEACE, AND A PRACTICAL FARMER.

Superior, Wis., November 23, 1853.

JAMES S. RICHMOND, Esq.:

Dear Sir—Our farming season has now closed, and according to promise, I will furnish you with some remarks on the general agricultural capacity of the west end of Lake Superior. It must be borne in mind that this is only the third season that any attempt has been made at farming in this section of the country, and that the present season may be said to be the first that anything has been done. The result has certainly astonished not only the stranger, who has seen the products, but the agriculturists themselves.

Three years ago, the general belief among all classes then residing here was, that this could not be made an agricultural country. I must say this was never my opinion. The land in the greater part of this section of country is a rich soil, in some parts more or less mixed with sand and black loam. It is a soil that decomposes and rot-its nature well, and brings its great productive powers, although as yet scarcely any manure has been used, but where it has been used, the results have astonished the planter.

There have been a great many very fine vegetable specimens raised, and they were raised without any special attempt to raise extraordinary specimens; they were the results of the usual mode of cultivation for a crop. A few of these specimens were noticed by our local papers, and in a few instances by those at a distance. I am personally familiar with the facts that are here stated relative to the product and weight of most of the vegetables. The following extracts are from the "Superior Chronicle":

"We were shown four and a half bushels of potatoes, the product of a quarter of a peck of seed; the average of these potatoes was one pound each. This seed came from Ireland in April, 1855, and was sent to this place by Mr. James S. Little, of Philadelphia. They were raised by Mr. P. H. Chouteau, on the Nemadji river. Mr. Flayton, who planted about three pecks of the same seed, reports that he raised from them fifty bushels. He left a sample at this office. Mr. Charles Bell left with Mr. Strong, next door to our office, thirty-six potatoes weighing thirty-one pounds. Col. J. H. Carlton left at our office a cabbage weighing twenty-seven pounds; Mr. Thomas Hayes one weighing twenty pounds; Mr. L. F. Wheelock has raised some of the finest vegetables it has ever been our fortune to see. Among them are a number of cauliflowers weighing over twenty pounds. He sent one to this office weighing, when trimmed of all superfluous leaves, eleven and a half pounds, and measuring fifty-four inches in circumference."

The cauliflowers raised by Mr. Wheelock, were produced on red marl, or as it is generally termed red clay, well manured with stable manure. These cauliflowers were extraordinary productions, and he had cabbages that were of equal credit to their birth place. Ten turnips raised by Louis Reckford, weighed 130 lbs., the largest 17 lbs.

If these productions have been the result of a systematic effort to raise large vegetables, at large quantities, the experiments would not be any particular recommendation of the country with respect to its general farming qualities. But the results stated have been the product of ordinary farming operations, generally without manure, and cultivated with the hoe, without the use of the plow.

In addition to the above, we have a country that will raise and has raised good crops of wheat, the quality of which cannot be beaten in the best wheat-growing sections of the Union. Oats, barley, rye and peas, are abundant and sure crops. And hay, timothy and clover grow luxuriantly. The climate is peculiarly adapted to the cultivation of all these crops, from the fact that when winter sets in, there is no alternate thawing and freezing, the operation that kills the wheat, rye, timothy and clover in the Eastern and Middle States. When winter comes his heavy hand with us, he grasps everything firmly, and keeps it warm within his snow-covered bed, and he does not let go till the rays of the vernal sun are ready to start everything into life again. The absence of those cold winter storms so frequent in the Eastern and Middle States, is the principal reason why the cattle stand the winters with so little difficulty, and fatten up so quickly in the spring.

The natural grasses that abound in the valleys and alluvial bottoms, have so far produced all the hay that has been used at this end of the lakes; but as the amount of stock increases, it will be necessary to raise timothy, clover and other grass to supply their wants. And it will be equally necessary to good farming, to raise these crops to form rotation and produce manure.

The climate is as favorable for the farmer as it is for his crops and stock. The farmer who starts six months in the year from fever and ague, has indeed but little strength and little heart to do anything. The solubility of the atmosphere, its general refreshing temperature, keeps the farmer and his stock alive in a condition to drive his work ahead. There has not been time to turn the growth of the apple or pear, but there can be no question as to the full success of these fruits, as the climate and soil are just such as do in other countries produce these fruits in the greatest perfection. The smaller fruits, including several varieties of the rose-herry, two kinds of red currant, the black currant, the raspberry, strawberry, whortleberry, several kinds of plums and other fruits are indigenous, very abundant and ripen in great perfection. The tobacco raised here from Havana seed, produced a superior quality, and closely resembled the fine tobacco from which it had its origin.

It is very difficult to convince persons who live east or south of us that we do not live in an hyperborean region, where frost and snow are almost perpetual. But this I can say for the truth. This is the 2nd day of November, 1855, and we have not had snow one inch deep yet, and not one-fourth part of the ground is covered at this time. The ground is warm and dry, the sun is shining, and keeps the crops safe. We shall shortly have a fall of snow, and that clean white blanket will keep everything warm until spring. It will then blow, and form what is called the "poor man's manure." Within a month, the snow-buried and myriads of blossoms were growing on Minnesota farms.

Yours respectfully,

WILLIAM MARCY.

U. S. PUBLIC LANDS, ETC.

The public lands of the United States, are that immense body of unappropriated and unsettled land, commonly called government lands, which have been acquired at various periods by treaty and purchase. The Act of Congress, known as the great Pre-emption Act, was approved September 14th, 1841, and is the best protection ever devised for the poor and industrious man against the speculator and capitalist. It gives to every one who is the head of a family, whether a widow or any man over the age of 21 years, and being a citizen of the United States, or having filed his declaration of intention to become a citizen, as required by the naturalization laws, who has made or should make a settlement in person on any public lands to which the Indian title has been or should be extinguished at the date of settlement, said land having been surveyed, who shall inhabit and improve the same, and erect a dwelling thereon, the right to enter any number of acres, not exceeding 160 in one body, to include the residence of such settler, upon paying to the United States the minimum price of such land, viz: \$1.25 per acre, such a Government Land warrant, which now is worth about 30 cents per acre. The right is restricted, however, to such as did not own 320 acres of land at the time of settlement; and no one is allowed to enjoy it who shall abandon a residence on his own land to settle upon the public land in the same State or Territory, and the right can only be enjoyed once under this Act. The blessings of this law to individuals and families, and its advantages to the government itself, are incalculable. Thousands upon thousands of indigent families have thus been enabled to obtain comfortable homes, and, by means of their settlements, our western wilds have been subdued into civilization, and covered by the farms of a prosperous and happy people.

Were the fact fully understood among those now emigrating to the west, that an immense amount of the very best mineral, agricultural and timber land is still unentered around the City of Superior, which would, in as favorable situations in Kansas and Minnesota, readily command from \$15 to \$20 per acre, there could hardly fail to be tens of thousands pouring in to take possession of this region. To pre-empt means to occupy. The settler leaving his family at home, until he makes his arrangements, on arrival at Superior, examines the land and makes his selection. He then files a written notice of his intentions at the U. S. Land Office at Superior, describing the land, etc. See page 314 of 3d edition of Wisconsin and Lake Superior. The necessary affidavits are there given for those making a claim. He then rents a shanty or house, cuts down a few trees, covering a half acre, clears it off, plants grain or vegetables, then receives his certificate from the U. S. Land Office.

Emigrants should remember that almost the only portions of U. S. Public lands yet unentered are in Kansas, Nebraska, parts of Minnesota, Dakota, and the other territories far distant from market. The

freight or grain, etc., by river, railroad, reshipment, etc., from either Kansas, Dacotah, Southern Minnesota, to Eastern markets, makes the public lands there in reality cost the settler not less than \$5 per acre, besides the scarcity of timber, and the difficult and expensive task of breaking in the prairie soil. Now is the best opportunity ever offered to select a fine farm near the City of Superior.

I am in favor of giving every person who is the head of a family, over twenty-one years of age, and a citizen of the United States, or who has filed his intention to become such, according to the Naturalization laws, a quarter section of any vacant or unappropriated land, as a free gift, from government, or at least ten years free of rent, if he holds the same by actual settlement and cultivation. It is the duty of government, in disposing of its lands, to protect the pre-emptor against the speculator and capitalist. The men who own and cultivate farms are themselves our best wealth. The poor and destitute can in no other manner be so well helped, as by being put in the way of helping themselves, and the honest industrious farmer, mechanic and day-laborer, would be able to get a home, and thus become independent.

THE HOMESTEAD BILL.

This great measure passed the U. S. House of Representatives by a vote of 120 to 70, but was postponed by the Senate, to consider the Appropriation Bill, which prevented its passage, as the Session was about closing. It is, however, merely a question of time. The next Congress will doubtless pass this "Bill," and preserve the Public Lands for the industrious settler, and as President Buchanan remarked in his inaugural address, "We shall thus not only best promote the prosperity of the new States by furnishing them a hardy and independent race of honest and industrious citizens, but shall secure homes for our children, and our children's children, as well as those exiled from foreign shores, who may seek, in this country, to improve their condition, and to enjoy the blessings of civil and religious liberty."

COMPARISON BETWEEN THE LAND AND PRODUCTS OF ILLINOIS, AND THOSE AROUND THE CITY OF SUPERIOR.

Among the various schemes, besides the Kansas and Pike's Peak humbug, and New York, Philadelphia and New Jersey Land and Homestead Companies to attract settlers, that of the Illinois Central Railroad Co., is, perhaps, the most conspicuous. Let us examine the scheme from their own publications. On page 26 of their pamphlet, published in 1854, will be found an account of the starting of Mr. Waite's prairie farm. In the spring of 1853, he bought 80 acres of the company, for \$4.50 per acre—being, no doubt, unaware, that in 1853 better land in the town site of Superior was to be had of government for a Land Warrant, or \$1.25 per acre. The 80 acres cost him \$360. He paid \$2.50 per acre for clearing and breaking 60 acres—\$150. The fencing cost \$1 per rod, requiring 400 rods of board fence, or \$400—quite a costly item, as trees are unknown in some parts of Illinois and other prairie States. I should like to know how much it cost him each year for fuel, also, if his family had chills, fever and ague? Now this farm of only 80 acres, cost Mr. Waite \$910, without his house, barn, stock, etc., and then he was further from market at New York by water, than farms are at the City of Superior. He says, "It cost him 6 cents a bushel over 15 miles to the railroad"—he was then over 100 miles from Chicago. The Company charge 1 cent per mile to transport ten bushels of wheat to Chicago. It is shipped thence to New York via lakes, at from 20 to 25 cents per bushel. The cost of transporting wheat direct from the Company's lands 100 miles from Chicago to New York, is thus found to be from 30 to 35 cents per bushel." Adding the 6 cents for the 15 miles to the railroad, the freight, Mr. Waite paid on each bushel of grain, would amount to forty-one cents per bushel, besides commissions, etc. Now had Mr. Waite settled at Superior, he might have pre-empted and purchased 100 acres of land for a land warrant, costing him in all about \$150. His house and barn would cost only the trouble in felling and dressing trees, and so in regard to fencing, fuel, etc. The timber cut from his farm would realize him a very handsome sum when sold to the steamboats, etc.—it would pay for farm and improvements. Besides, it requires no five yoke of cattle to break up land here as it does in Illinois and Kansas. The Superior wheat produces more per acre, and is far superior to that raised in Illinois, because our soil and climate is better, and the snow in winter shields the tender grain from thawing, frost, cold, and the keen winds of Illinois. Now Superior being but 80 miles further from Europe and New York, by water, than Chicago is, and twenty-six miles less than Mr. Waite's farm, it follows, that freight per bushel, is much less from Superior than from Mr. Waite's farm; besides, he had 100 miles of railroad, while we have navigation all the way. I select Mr. W——'s statement, because he is the only one mentioned who purchased land in 1853, at \$4.50 per acre. The price now, no doubt, is from \$20 to \$25 per acre. The following is a comparison between the price and terms of payment of the Illinois Central Railroad Company's lands, and the public lands of the Government, around the head of Lake Superior:

The Pamphlet says, page 6th, "The price will vary from \$5 to \$25 per acre, according to location, quality, &c. Contracts for deeds may be made, stipulating the purchase money, to be made in five years, &c., with the sweetest of year's interest in advance, etc." (The y looked sharp after interest.) "The account of a person buying 30 acres of prairie land at \$15 per acre would stand thus: April 1, 1855, Railroad contract for deed for 30 acres of land, worth \$1,500 and paid two years' interest at 2 per cent. in advance, \$48, April 1, 1857, paid first installment, one-fifth of \$1,500 or \$300. One year's interest in advance, \$10.20, and no cash. It remains to pay \$1,150. If he breaks in 40 acres at \$3.50 per acre, it costs \$140. Paying to 80 acres, at \$1 per acre, \$80. If he breaks his house and barn from Chicago, it costs, say \$700. He will be then for axes, chills and fever, etc., \$100. Fuel about \$100. Grand total, not including seeds, stock, &c. equipment, Two Thousand Seven Hundred and Forty-Six Dollars!!

In Douglas and La Pointe Counties, Wisconsin, near the City of Superior, St. Louis and La Pointe Counties, Minnesota, bordering on the St. Louis river and Lake Superior are millions of acres of U. S. Public Land open to industrial settlers. The minimum price is \$1.25 per acre, or a Soldier's Land Warrant, worth at present not less than 80 to 90 cents per acre. For Price \$10 of Wisconsin and Lake Superior. A farm of 120 acres of timber land, partly second growth, at the rate of 50 cents per acre, is only \$14. One hundred off 60 acres, say 30 per acre, \$300. Fuel and fencing materials at hand, cost no thing. Labor on house and barn, say \$500. Total cost of farm of 120 acres, has a barn, fencing, about \$700. From this, deduct the cords of wood sold from off the 60 acres which at \$1 a cord, will about clear the farm and improve it. Showing an astonishing difference, as each farm is about the same distance by water from Chicago and New York.

DISTANCES BY WATER, AND FREIGHT TO NEW YORK.

The untold Illinois Central Railroad lands, are now over 100 miles distant from Chicago, the terminus of the road. Distances from Chicago to New York, via the Lakes and Erie Canal, is about 1400 miles. Total distance about 1500 miles.

From the City of Superior to New York, via Lakes and Erie Canal, is about 1450 miles. Navigation opens about the same time. The direction of Superior corresponds exactly with that of Chicago, each being the chief port and at the head of navigation of a great lake.

ILLINOIS WHEAT.

Mr. A. J. Galloway writes to the Land Agent of the Company: "Upon a field of thirty acres, wheat crops raised in different years from 18 to 23 bushels per acre." He estimates the cost of production and preparation for market, previous to 1850, after allowing 31 per cent. of the crop for the use of the land, was fifty cents per bushel for wheat. Mr. W. L. Mann, of Marshall Co., Ill., says: "After the first crop was put from 30 to 20 bushels of wheat per acre." Mr. W. L. Hendrick says: "My average crops have been from 15 to 22 bushels per acre. One year 13½ bushels."

CITY OF SUPERIOR WHEAT.

Mr. Wright's first experiment in 1855, without manure, averaged 15 bushels to the acre, or beautiful plump grain, heavier per bushel by several pounds than the general average. The stamps were standing also in his field. The American Fur Company tried wheat on Mackinac Island in 1852, and 25 to 30 bushels per acre. I exhibited winter wheat in the field, and in grain, which compared very at the 10th U. S. National Exhibition and for better than the best Illinois wheat sent to Superior, September 1858, for seed. Superior will soon be the depot for shipments of all the Minnesota and Hudson Bay Company's wheat, etc.

POTATOES IN ILLINOIS.

Mr. H. H. Hambrick, of Kane County, says: "I have raised nearly 200 bushels to the acre, but they are not so pure. Last season, (1854,) late planted potatoes with us, were almost an entire failure." Mr. J. Ambrose Wright says: "From my acquaintance with Illinois and the farmers of adjacent States, I believe of which I was regarded as an expert of the Soil & Farming, I am prepared to give the following as the best of potatoes, well raised by good soil with ordinary culture."

Potatoes	100 to 200 bushels.
Winter wheat	15 to 25 "
Spring	20 to 25 "

POTATOES IN CITY OF SUPERIOR.

The following experiment was made June, 1857, in the City of Superior. Four potatoes, one nearly one pound weight, each were set in two light-brown sets, each set with a single eye, and planted; they sprouted in 18 feet square. The potato was 234 potatoes, weighing 18 pounds, or at the rate of 234 hundred and fifty six bushels to the acre, of 60 pounds to the bushel. Fifty potatoes to the bushel is of a common occurrence here. Dr. Mills of Ashland, raised 300 bushels to the acre. Three years of real Irish potatoes, which I received from Ireland in April, 1858, and sent to Mr. Wm. E. Shuyton, produced him fifty bushels. Two, weighing 1 pound 2 ounces, and 1 pound one ounce, were exhibited at the U. S. Exhibition. Many of our farmers raised potatoes of 2½ pounds weight. I also exhibited fourteen different varieties at this Exhibition, weighing from 1 to 5 pounds each.

Want of space, prevents a further comparison between the Illinois and Superior lands. The Company's pamphlet says, "That with a good plow, and two pairs of good horses, one man can break up one and a half acres per day of the new prairie. Three good yoke of cattle will break two acres per day." "I sometimes," says a farmer, "put in five yoke." Mr. B. C. Root says, "Fencing is the hardest work which a new settler has to perform. Good white oak rails, laid up in fence, where it is required, are worth from \$3.00 to \$3.50 per hundred. It must be remembered that millions of feet of lumber are shipped yearly to Illinois from the Wisconsin pineries. Such has been the bad management of the Illinois Central Railroad Company, or the worse luck of their tenants, that despite their large capital, and a magnificent Land Grant from Government of several millions of acres, they could not pay the interest on their bonds. Mr. John Wilson, their principal agent, accounts for this as follows: "The season of 1858 was one of extreme drought; in 1857, the crops were abundant, but, in consequence of the financial revulsion, scarcely realized the expense of making them, while those of 1858, owing to the long continued spring rains, were almost a total failure." So that, in spite of their railroad facilities to market, no stamps to root out, etc., the settlers could not pay the second and third instalments to the Company. Mr. Horace Greely, writing to the New York Tribune from Illinois, Dec., 1858, says: "This is a season of extreme depression for the railways here. There is very little travel, and not much freight for the proficiency of the mud will not allow the farmers to move what grain they have in their markets to the stations." In another letter, he says, "The growing of wheat will move gradually northward to northern Michigan, Wisconsin and Minnesota, where the snow lies through most of the winter and protects the young plants from fierce winds and bitter frosts. Illinois will not for many years grow so many bushels of wheat as each cultivated acre of her soil as she has done."

LETTER FROM AN EMINENT RAILROAD ENGINEER.

JAMES S. RITCHIE, Esq.

DEAR SIR:—There is one consideration vitally important to every one looking for a new home, that has as yet been scarcely noticed—it is the price that the products of these lands must command. It is obvious that the value of the surplus produce must derive its value to a great extent from the relative nearness of the land to the great eastern markets. Now the only other region which offers cheap lands besides Lake Superior, is that watered by the Missouri and its tributaries, and known as the Kansas and Nebraska Territories. Even the most casual inquirer will at once see that a country situate on one of the great lakes, whence transportation is cheap, must possess a vast advantage over one far off, and accessible only by means of inferior canal and river navigation. This is of course transparent, and it is only necessary to unroll the map of the United States to be convinced of the amazing advantage that the lake country must enjoy. In order, however, to ascertain the precise amount of this advantage, it will be necessary to examine this subject more closely. Produce from the Superior region will be shipped by the lakes in large vessels to Buffalo or Oswego, thence by canal to Albany, and thence to New England or New York, as the demand may call for. From Leavenworth, the nearest shipping port of Kansas, the products must be sent down the shallow and dangerous navigation of the Missouri to the Mississippi, thence up that stream, through the Illinois canal and river to Chicago, thence via lakes to Buffalo and the East. Mr. McAlpine, formerly the able State Engineer of New York, in an elaborate and careful Report made to the Legislature, in 1854, gives the following as the cost prices of transportation; these, it must be remembered, are not guess work, but the results of a ripe experience and careful inquiry: "The cost of transportation per ton per mile on the lakes, is 2 mills, on the Mississippi, 3 mills, and on the Missouri, 5 to 10 mills. Taking these rates as a basis the following are the results:

Cost of transportation per ton, from Leavenworth to St. Louis,	-	-	-	-	\$3 60
" " " " " St. Louis to Chicago,	-	-	-	-	2 25
" " " " " Chicago to New York,	-	-	-	-	4 50
Total from Leavenworth to New York,	-	-	-	-	\$10 80
Cost of transportation per ton from Superior to Buffalo,	-	-	-	-	\$3 00
" " " " " Buffalo to New York,	-	-	-	-	1 95
Total from Superior to New York,	-	-	-	-	\$5 05

Showing a difference in favor of the products of Superior of five dollars and seventy-eight cents per ton, or of about *fourteen cents on a bushel of corn*; at forty bushels to the acre, this would make the annual produce of an acre at Superior worth \$3-40 more than that of an acre at Leavenworth, Kansas.

It may be said, however, that the grain would not be transported, but would be fed into stock, taking the allowance of five pounds of corn to one of hog; then the additional freight paid on hogs fed off an acre, at Leavenworth, would be \$1.03 per year; this would represent a capital of \$15.72 per acre, at an interest of seven per cent; and this may be taken as the lowest estimate of the value of the lands of the two regions considered only with reference to the direct advantage of nearness to market. There are, however, great *indirect* advantages, settlement will naturally take place more rapidly, and lands increase in value much faster. In one case, a farmer will, in a few years, be in the midst of schools, churches, etc., while in the other, he will still be in the outskirts of civilization. In fact, lands at the head of Lake Superior, being about the same water distance from market as those at the head of Lake Michigan, and being equally fertile, must soon equal the latter in value, which are now worth from \$20 to \$30 per acre. The present disparity exists simply from the fact that the Superior country has been shut out from the rest of the world by the Falls of the St. Mary's river. There being no boats on the lake except those owned by the fur or copper companies, emigration was entirely shut out until the construction of the great ship canal in 1854-5. Since that time the rush has been astonishing, and is constantly increasing. The man who wishes to profit by the present low prices, must not delay long.

To sum up—emigrants, particularly those north of latitude 40°, should bear in mind, that the only regions where cheap lands can now be obtained are, First, the regions bordering on Lake Superior, or watered by the Upper Mississippi, but dependent upon Lake Superior, and known as the Superior region. Secondly, the district watered by the Missouri, and known as Kansas. It must be kept in view that the following are the main requirements of an emigrant: 1st. Health and incidentally a pleasant climate. 2d. A good soil with a sufficiency of wood and water. 3d. Easy and cheap access. 4th. A ready and paying market for products.

As regards the 1st, it is now well established that while Kansas is subjected to the low debilitating fevers common to all low prairie districts, that Superior is entirely free from them; that while the former is visited by *pestilential winds*, destructive *floods*, rapid and trying changes of temperature, the latter is blessed with a quiet, even and elastic atmosphere alike conducive to health and comfort.

As to the 2d condition, viz: the character of the soil in both regions, there is no marked difference—in

both it is remarkably fertile, but there is this important consideration, that while in Kansas the water is brackish, and the timber sparse. In the Superior region, there is abundance of both, and of excellent quality.

The 3d condition. In emigrating to Kansas, one is compelled to travel from 600 to 1000 miles farther than in the case of Superior. In the former, frequent and expensive transshipments are necessary; in the latter but one.

The 4th condition. Kansas is far removed from the great centres of consumption, and her agricultural productions must pay a heavy tax for every additional mile of distance. The transport by rail or shallow rivers, cuts out the very heart of the values of products, raised by the sweat of the brow. This immediate distance again compels a further tax on the transport of all foreign necessities or luxuries brought in to the farmer. The Superior country, on the contrary, is in the world, within easy distance of the great centres, which give a quick and profitable return. Is not this reasoning conclusive? Is it not better to be well and strong, than to be shaken by *chills*? to breathe the pure elastic air than deadly miasma? to gather in your crops, than to see them rust, or beswept away by *frost*? to emigrate at a light expense? to sell your crops at a fair price, rather than have them nearly valueless? Let the emigrant ponder over these things coolly and calmly, and the more reflection he gives the subject, the more he will be convinced that no country proffers more advantages to the hardy and industrious settler, than that at the head of Lake Superior.

Very truly, &c.

ADVICE TO SETTLERS.

I am frequently asked by persons of all ages and conditions, "do you advise me to move to the Northwest?" Now, advice on such a subject is a very grave matter, and I am very cautious about giving it, and always recommend every one to go out first and examine for themselves. If one is prosperous and engaged in the pursuit of a business or profession, adequate to his own and families' reasonable wants, I should say to him, remain where you are, and do not risk a certainty for an uncertainty. But if you are differently situated, with moderate means, and wish to enjoy life rationally, and increase the portions of your children—if you are young, and desire to fight the battle of life—if you have energy, courage and patience—then it is certain you can live for the present, more easily, and lay the foundations of future independence and wealth more surely in and around the City of Superior than to remain in the East. There may be better chances for speculation in California, but if a person is in search of a pleasant and healthy home, there is no spot where he will be so certain of finding it, as on the beautiful bays of Superior and St. Louis, or along the "North Shore" near the City of Superior. Should the settler be a farmer, laborer or mechanic, he can still pursue his occupation and till a few acres, and, in the meanwhile, the broad acres, which one or two hundred dollars will procure for him, will grow in value as the country fills up around and before him, and will divide into farms and fortunes for his descendants. This is the history of American progress for the last seventy years. That whole history shows that in the long run, there is no investment of means so safe, so sure, so productive as the investment in well selected and fertile agricultural lands.

My reasons for preferring the City of Superior, are as follows:

1st. Its position, situation at the head of navigation of the greatest of lakes, on the greatest river of that lake, and its unrivalled harbor.

2d. Its climate, agricultural resources, fisheries, tributary forests, mineral resources, etc.

3d. The vast country tributary, which must find an outlet at the head of Lake Superior, and imports its supplies through the City of Superior.

4th. It is the terminus of ocean navigation in the heart of this Continent. There is but 80 miles difference by water between Superior and Chicago to Europe; and there is uninterrupted steamboat navigation to New York, *via* the Erie Canal, to Philadelphia, *via* the Delaware and Baritan canal, and to Baltimore, etc.

5th. It is the natural terminus of the Northern Pacific Railroad.

6th. It is the terminus of the St. Croix and Lake Superior Land Grant Railroad of the Superior and State Line, Minnesota and Northwest, Milwaukee and Horicon, Chicago and St. Paul, and Eau du Lac and other proposed railroads.

7th. It is the terminus of the Point Douglas and Superior stage road, known as the United States military road, over which the United States mails are carried tri-weekly, in 36 hours from St. Paul. It is the terminus of the Superior, Mills Lac and Crow Wing road, over which the fur trade of Northern Minnesota and British America will arrive at Superior, to be shipped thence direct to Europe. The mail- and freight for the Hudson Bay Company's Territories will be landed at Superior, and transported from thence up the Red River of the North, Lake Winnipeg and the Saskatchewan river to the Rocky Mountains.

8th. Cargoes of grain, etc., can be shipped as easily, and at about the same rates of freight, *via*: 40 or 50 cents a bushel, from Superior to Europe, as from Chicago to Europe.

Finally. The history of the world and of American cities amply demonstrates that a great city must always rise at the head of a great lake, and the outlet of its greatest river. Therefore, there will be the four great cities on the Atlantic seaboard, Superior the greatest of the inland cities, and another great city somewhere on Puget's Sound, Pacific ocean. Look at it in any way we please, these are facts which cannot be doubted!

MUNISING,

LAKE SUPERIOR.

The Town of Munising is the first important point after entering Lake Superior, and is situated on the east side of Grand Island Bay, in Schoolcraft county, State of Michigan, 140 miles west of Sault St. Marie.

It has two regularly laid out town lots, and the proprietors have already erected a comfortable and commodious boarding-house, several handsome dwelling houses, and are now about completing a large and splendid hotel, capable of accommodating three or four hundred persons, which will be ready for the reception of travellers and invalids upon the resumption of navigation. They have also two piers, with a depth of 14 feet water, at which the steamers can now land passengers, and the connection with the shore will be completed by the middle of August.

It is in contemplation to erect a saw mill, blast furnace and other improvements, as well as to establish extensive fisheries. A great number on the premises, and will be pleased to furnish every information to those desiring to view them, and will dispose of lots to actual settlers at nominal prices and on advantageous terms.

Its Harbor is most majestic, easily accessible, with fifty feet depth of water, perfectly land locked, having two spacious entrances, east and west, which gives it a natural advantage over every other on this extensive inland sea; and being nearly equidistant between the extreme ends of Lake Superior, it affords the only refuge for vessels going either way in severe storms. It is surrounded by the best varieties of larch, birch, maple, white pine, Norway pine, spruce, cedar and other timber, valuable for sailing, stores, building ships, lumber and spars, and from its proximity to the iron and copper regions, offers seducement for ship building beyond every other place.

It also possesses almost limitless water power immediately on the shores of the Bay and within the town itself, and its fertile soil, mines of bog iron ore and accessibility to the great iron mines of Marquette County, Soudanville, as the most eligible site for the manufacture of this superior iron.

Its soil is one of the most productive on the whole coast, and is adapted to the growth of all the hardy grains, grasses, and vegetables; the product, however, in fact, being only equalled by California, and it will attract those who think of this delightful country simply as a hyperborean region, to learn that the *grain of the north*, and that the potato, when once planted, becomes an annual propagating itself.

The lands around Munising are now being rapidly taken up, and offer great inducements to farmers and gardeners, as their near proximity to a large manufacturing town ensures a ready home market at remunerating prices, and promises to the manufacturer likewise equal benefit.

It has also one other great advantage in its favor, it is the nearest point to Lake Michigan. This Company have opened a communication with Little Bay de Nocquet, on Green Bay, and are going to complete it this spring, which will connect that point and Munising by a first rate road, not exceeding forty miles, through a fine country, and which will at no very distant day be converted into a railroad, whereby there will be a saving of nearly 360 miles and the intricate navigation of the St. Mary's river to the City of Superior.

The natural features of this most charming place, are not the least of its merits, being unsurpassed, if equalled. Its Bay is six miles broad by four miles deep, and for yachting, boating, fishing and gunning, will attract the votaries of those joyous and health inspiring amusements; and the beauty and magnificence of its scenery, with its close proximity to the Pictured Rocks, the greatest natural curiosity on this Continent, because unlike any other in the known world, and which are thus described by Schoolcraft:

"We had been told by our Canadian Guide, of the variety in the color and form of these rocks, but were wholly unprepared to encounter the surprising groups of overhanging precipices, towering walls, caverns, waterfalls and promontories, which are here mingled in the most wonderful manner, and burst upon the view in ever-varying and pleasing succession. All three front upon the Lake, in a line of appearing promontories, which, at a distance, present the appearance of dilapidated battlements and bastion towers;

"Their rocky summits split and rent,
Formed towers, domes, or battlement,
Or seemed fantastically set
With capitals or minarets;
Wild crests as fabled ever-decked,
Or mosques of eastern architect."

"All that we have read of the natural physiognomy of the Hebrides, of Staffa, the Doveholm and the romantic Ides of the Scottish coast, is freshly recalled on viewing this scene, and it may be doubted whether, in the whole range of American scenery, there is to be found such an interesting assemblage of grand picturesque and pleasing objects."

The wonderful salubrity of its climate, particularly for those suffering from affections of the lungs, liver, and general debility, the whom it seems to be a "promised land," will attract to this "Pool of Bethesda," all the weak and suffering, who, whilst they can inhale its life-inspiring air, may participate equally in its charming scenery and pleasures.

In the rapidly expanding trade and commerce of the north-west, Munising, therefore, occupies a most commanding position. *Strategically* located, with the best harbor, upon the largest sheet of fresh water in the world. Within less than forty miles from Lake Michigan, in the direct line of travel between the east and the west, over which a railroad can be easily and expeditiously constructed at a comparatively trifling expense, Munising must become the great entrepot for the Lake Superior trade, a trade which within three years has amounted to the enormous sum of eight millions.

And whenever the vast and fertile region, lying to the north and west of Lake Superior—a region capable of sustaining as dense a population as any portion of the American Continent—shall begin with a hearty, busy, industrious population, Munising will rival the other great cities of the American lakes, not subordinate to Buffalo, Cleveland, Detroit, Milwaukee, the City of Superior, or even Chicago.

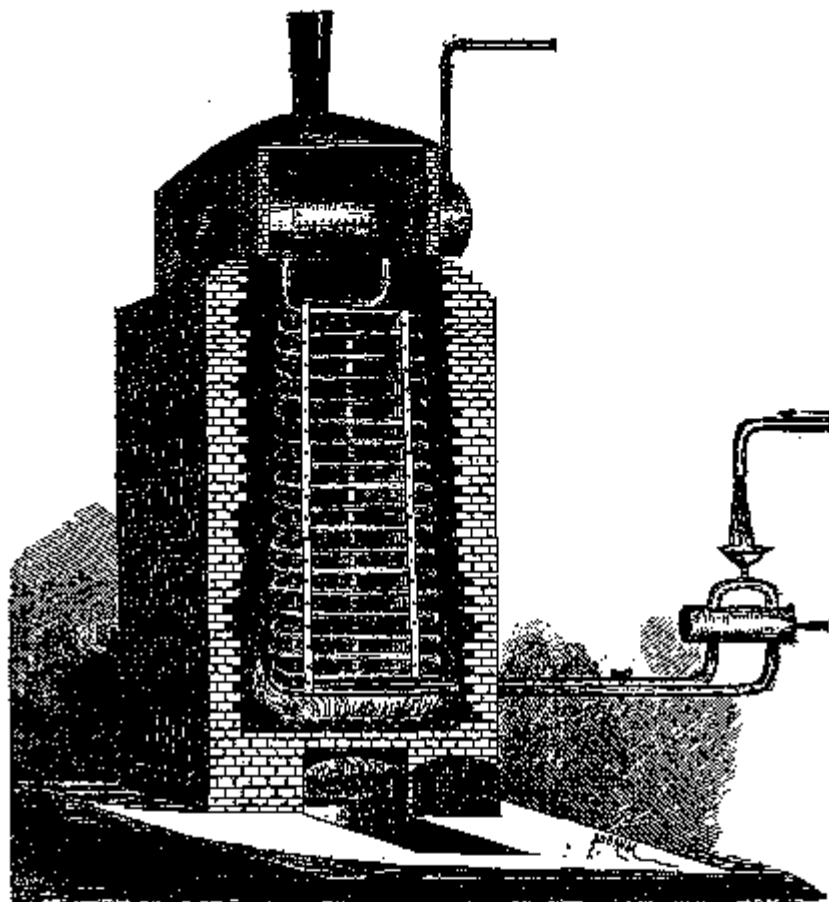
LAKE SUPERIOR.

No route in the Summer season, offers so many advantages to the tourist in the point of health, comfort and economy, as the Lake Superior route, nor can any surpass it in picturesque attractions. From the beautiful banks of Detroit river to the majestic rocks of Lake Superior, spanning a thousand fantastic shapes, the whole voyage offers a panorama of scenes display not to be found on any other line. From Cleveland, the voyage passes through Lake Erie, the Detroit St. Clair and St. Mary's rivers; Lakes St. Clair, Huron and Superior, passing on the way the beautiful Island of Mackinac, the Pictured Rocks, Marquette, Eagle River, Eagle Harbor, Copper Harbor, Ontonagon, Le Pointe and Superior City. (See Map in Wisconsin and Lake.)

Whether the visitor be a mere pleasure seeker, a sportsman on land or a scientific man, speculator or invalid, he will find peculiar opportunities on this route for the gratification of his tastes or necessities.

The Pictured Rocks, the Copper and Iron mines and the City of Superior always continue to attract the enterprising emigrant, tourist, and scientific to their vicinity, and the new and easy communication by the Saint Ste Marie Canal, has made the voyage one of uninterrupted comfort and pleasure.

BLACK'S AERATED STEAM



PATENTED BY SCOTT TODD & CO., MARCH 9, 1858.

Patented in England, France, Spain, Austria, Prussia, Russia, &c. &c.

The attention of those using Steam is respectfully directed to the above named new and important invention, now in successful operation.

By this method a saving of 70 per cent. in fuel is effected over a cylinder boiler, and a very large percentage of saving over all others.

Upon the entrance of the air and water into the generator, the water is instantly generated into steam, therefore, there being no body of highly heated water in the generator, little of the usual fearful effects of an explosion can occur. The generators now in use have been guaranteed to bear a pressure of 500 lbs. to the square inch; they are compact and light, and can, therefore, be transported cheaply. Steam at a high working pressure is generated in from 15 to 20 minutes with coal for fuel, and in a much less time with wood.

We are permitted to refer to

Messrs. J. & G. GIBSON, Stained Glass Works, No. 125 South 11th St.
MORRIS, TASKER & Co., Pascal Iron Works, Philadelphia.
CENTRAL MILLS, No. 1136 Market St.

For further information, address.

SCOTT, TODD & CO.,

No. 833 Market Street, Philadelphia.

DISTANCES BETWEEN CLEVELAND AND CITY OF SUPERIOR.

To Detroit, . . . 130 miles.	To Marquette, . . . 170 miles.	To Eagle Harbor, . . . 15 miles.	To La Pointe and Bayfield, . . . 80 miles.
Fort Gratiot, . . . 30 "	Portage Entry, . . . 15 "	Eagle River, . . . 5 "	Superior City, 80 "
Detroit, . . . 225 "	Copper Harbor, . . . 25 "	Cabinagon, . . . 65 "	Whole Distance, 1044 "
Burlington, . . . 60 "			

This trip, of over one thousand miles, is extended over six degrees of latitude, and eleven degrees of longitude, and passes through four lakes and three rivers, and is unsurpassed in the varied beauties of its scenery by any other on this Continent. The wildness and grandeur of the Lake Superior region, its curious physical formation, its iron mountains, its copper mines, the antiquity of its missions, the marvelous clearness of the water and air, and the brightness of its skies, furnish never wearying objects of interest to the scientific man, the mere seeker of pleasure, the invalid or the general observer. The frequent changes from lake to river navigation gives an interest to the route, as well as courage and assurance of safety to the most timid passenger.

RATES OF FARE.

From PHILADELPHIA to CLEVELAND, via Pennsylvania Central Railroad, \$11 00. Emigrant fare, \$4 50. From CLEVELAND, Ohio, to the City of SUPERIOR, Cabin, \$10 00; Passage \$10 00. Time, 4 days.

1859.

STEAMER NORTH STAR.

1859.

B. G. SWEET, MASTER.

The Splendid Upper Cabin, Floating Palace Steamer, North Star, Capt. B. G. Sweet, is not surpassed in point of speed and accommodations, by any boat on the Lakes. It performs its trips with surprising regularity, and can always be relied on for the City of Superior.

Leaves CLEVELAND, Ohio, as follows, at 8 o'clock, P. M.				Leaves DETROIT, as follows, at 10 o'clock, A. M.			
Wednesday,	April 27.	Monday,	August 3.	Thursday,	April 29.	Tuesday,	August 9.
Monday,	May 9.	Friday,	" 13.	Friday,	May 10.	Saturday,	" 20.
Friday,	" 20.	Wednesday,	" 31.	Saturday,	" 21.	Thursday,	September 1.
Tuesday,	" 31.	Monday,	September 12.	Wednesday,	June 1.	Tuesday,	" 13.
Friday,	June 10.	Friday,	" 23.	Saturday,	" 11.	Saturday,	" 24.
Wednesday,	" 22.	Wednesday,	October 5.	Thursday,	" 23.	Thursday,	October 5.
Monday,	July 4.	Monday,	" 17.	Friday,	July 6.	Friday,	" 18.
Friday,	" 15.	Friday,	" 28.	Saturday,	" 16.	Saturday,	" 29.
Wednesday,	" 27.			Wednesday,	" 28.		

Rooms secured for the round trip, (time, 3 days; distance, 2,000 miles,) by addressing
 B. P. BRADY & CO., Agents, Detroit, Mich.
 HUSSEY & MORRIS, Agents, Cleveland, O.
 M. W. SORANTON, General Agent, Detroit, Mich.
 B. & A. TURNER, Proprietor, Cleveland, O.

1859.

STEAMER IRON CITY.

1859

J. E. TURNER, MASTER.

Leaves CLEVELAND, as follows, at 8 o'clock, P. M.				Leaves DETROIT, as follows, at 10 o'clock, A. M.			
Thursday,	April 21.	Friday,	August 6.	Friday,	April 23.	Saturday,	August 9.
Thursday,	May 7.	Tuesday,	" 13.	Friday,	May 4.	Wednesday,	" 17.
Monday,	" 20.	Monday,	" 26.	Tuesday,	" 17.	Tuesday,	" 30.
Friday,	" 31.	Friday,	September 8.	Saturday,	" 28.	Saturday,	September 10.
Wednesday,	June 8.	Tuesday,	" 20.	Thursday,	June 9.	Wednesday,	" 21.
Monday,	" 15.	Monday,	October 3.	Friday,	" 31.	Tuesday,	October 4.
Friday,	July 1.	Friday,	" 14.	Saturday,	July 2.	Saturday,	" 16.
Tuesday,	" 18.	Tuesday,	" 26.	Wednesday,	" 13.	Wednesday,	" 29.
Monday,	" 25.			Thursday,	" 28.		

Rooms secured for the round trip, (time, 3 days; distance, 2,000 miles,) by addressing
 HUSSEY & MORRIS, Agents, Cleveland, Ohio.
 B. P. BRADY & CO., Agents, Detroit, Mich.
 M. W. SORANTON, General Agent, Detroit, Mich.

1859.

STEAMER NORTHERN LIGHT.

1859.

JOHN SPALDING MASTER.

Leaves CLEVELAND, as follows, at 8 o'clock, P. M.				Leaves DETROIT, as follows, at 10 o'clock, A. M.			
Thursday,	April 30.	Monday,	August 1.	Wednesday,	April 20.	Tuesday,	August 3.
Monday,	May 3.	Friday,	" 12.	Thursday,	May 3.	Wednesday,	" 13.
Friday,	" 15.	Tuesday,	" 23.	Saturday,	" 14.	Wednesday,	" 24.
Wednesday,	" 24.	Monday,	September 8.	Wednesday,	" 24.	Tuesday,	September 6.
Monday,	June 6.	Friday,	" 16.	Thursday,	June 7.	Saturday,	" 17.
Friday,	" 17.	Tuesday,	" 27.	Saturday,	" 18.	Wednesday,	" 28.
Monday,	" 27.	Monday,	October 10.	Tuesday,	" 23.	Tuesday,	October 11.
Friday,	July 8.	Friday,	" 31.	Saturday,	July 9.	Saturday,	" 22.
Tuesday,	" 18.	Tuesday,	November 1.	Wednesday,	" 20.	Wednesday,	November 2.

Owners, HANNA, GARRETTSON & CO., Cleveland, O.

1859.

STEAMER ILLINOIS.

1859.

CAPTAIN FRAZIER, MASTER.

The Splendid Upper Cabin Steamer Illinois, runs regularly from Cleveland, Ohio, to Lake Superior.

1859. CHICAGO, MILWAUKEE AND LAKE SUPERIOR LINE. 1859.

STEAMER LADY ELGIN, E. H. TOMPKINS, COMMANDER.

For State Rooms, address

A. T. SPENCER & CO., Chicago.

1859. STEAMER SENECA 1859.

Resumes her pleasure trips from the City of SUPERIOR on the Bays of SUPERIOR, ST. LOUIS, and along the NORTH SHORE.

RED RIVER OF THE NORTH.

STEAMER PRINCE, ANSON NORTHROP, MASTER.

For PEMBINA, on the Red River of the North, LAKE WINNEPEG and SASKATCHEWAN RIVER.

The shortest route from Boston, New York and Philadelphia, to the City of Superior.

Pennsylvania Central Railroad, from Philadelphia to Pittsburg, and thence by railroad to Cleveland, Cincinnati, Chicago, Burlington, Indianapolis, St. Louis, Kansas, St. Paul, and all other points in the Great West.

This road also connects at Pittsburg with Daily Lines of steamers to all ports on the Western rivers, and at Cleveland and Chicago with steamers to all ports on the North-Western Lakes, and all the new towns on Lake Superior, making the cheapest, most direct and reliable route by which Emigrants and Freight can be forwarded to all these points.

Close connections are made with this railroad line at Philadelphia, by all the Passenger Trains running westward from Boston and New York.

Express and Fast Lines, run through to Pittsburg, without change of cars or conductors. Smoking cars are attached to each train; Woodruff's sleeping cars to Express and Fast Trains. The Express runs daily; Mail and Fast Line, Sundays excepted.

Mail Train leaves Philadelphia at 7 30 A. M.; Fast Line, at 12, M.; Express Train at 11 00, P. M.

Cleveland and Pittsburg Railroad.

Trains will leave the depot of the Pennsylvania Railroad Company at Pittsburg, making close connections, and reaching Cleveland, Ohio, four hours before the departure of the steamer for the City of Superior—check baggage from Philadelphia through to Cleveland via Pennsylvania Railroad.

Wisconsin and Lake Superior Guide Book.

Every traveller should purchase the Third Edition of the new Guide Book, entitled Wisconsin and Lake Superior. It gives a complete description of Lake Superior, its copper and iron mines, etc., with a map of Wisconsin, showing the track of the Chicago boats, and a map of Lake Superior, showing the track of the steamers, towns, etc. Copies sent by mail, on receipt of the price, \$1.25, by the publisher, Charles Desilver, No. 714 Chestnut Street, Philadelphia. They are for sale on the steamer North Star, and by the following agents:

J. B. Cobb & Co., Cleveland, O.,
W. Allen & Son, Detroit, Mich.,
Phinney & Co., Buffalo, N. Y.,
Thos. Burton, "

W. B. Koon, Chicago, Ill.,
Fowler & Wells, New York,
D. Appleton & Co., "
Kibben & Phinney, "

Idis & Button, Boston,
Ticham & Fields, "
Cumbs & Bro., St. Paul.

Superior and St. Paul U. S. Mail Stage Line. Through in 48 Hours!!



A comfortable Stage will leave St. Paul on every Monday, Wednesday and Friday morning at 8 o'clock, for Superior, Wisconsin, and leave Superior on Monday, Wednesday and Friday morning at the same hour for St. Paul. Fare Ten Dollars.



Meals can be obtained on the road at first class hotels.

Forty pounds of baggage allowed each passenger—all over that amount to be paid for extra.

CARLISLE DOBLE,
Mail Contractor and Proprietor.

Superior, Mille Lac and Crow Wing Road.



The first Stage over this new road, will leave Superior, July 1st, 1859. This is the road to Pembina and the Pacific Ocean.

CAUTION.

The travelling public are cautioned against the misrepresentations of runners and agents on some of the steamboats and at Marquette, Ontonagon and other Lake Ports. Last season, many travellers were dissuaded from visiting Superior and stopped at some of the inland towns, where, after one has seen the lakes and walked through the sand, he has seen everything. There is nothing to do. Superior and Bayfield are the only water-cure places on Lake Superior worth visiting. There are numerous jacking, trout fishing and other excursions, etc. The Superior House is one of the best hotels in the Northwest.

THOMPSON BROTHERS,

NOTARY PUBLIC, REAL ESTATE DEALER AND GENERAL AGENT.

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