

**THE EMIGRANT'S
H A N D B O O K,
AND
GUIDE TO WISCONSIN,**

COMPRISING INFORMATION RESPECTING

**AGRICULTURAL AND MANUFACTURING
EMPLOYMENT,**

WAGES, CLIMATE, POPULATION &c.; SKETCH OF MILWAUKEE, THE QUEEN CITY OF THE LAKES; ITS RISE AND PROGRESS; BUSINESS AND POPULATION; LIST OF PUBLIC OFFICERS, WITH A FULL AND ACCURATE TABLE OF STATISTICAL INFORMATION OF THAT AND OTHER PORTS
ON LAKE MICHIGAN:

—A L S O—

TABLE OF ROUTES FROM NEW-YORK, BOSTON, &c., TO MILWAUKEE, RACINE AND KENOSHA; LIST OF STEAMBOATS &c., AND OTHER GENERAL INFORMATION TO EMIGRANTS.

By **SAMUEL FREEMAN.**

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1851.

(BY PERMISSION.)

TO HIS EXCELLENCY, NELSON DEWEY,
GOVERNOR OF WISCONSIN,
THIS BOOK

IS RESPECTFULLY DEDICATED BY THE AUTHOR,

SAMUEL FREEMAN,

MILWAUKEE, FEB. 1, 1861.

P R E F A C E.

In a work of this nature, but few words are necessary by way of preface. The Guide is presented to the world at large with the hope of furnishing the thousands of Emigrants who annually leave the old world for the United States; information which hitherto they have been unable to obtain from any reliable source, in a cheap and convenient form. The author is fully sensible of its defects and omissions. The chief object in view has been to present to the Emigrant the advantages he has in directing his course to Wisconsin, on his landing in the United States; and to show him the dangers he has to encounter before he reaches here, after his arrival at New York or Boston, in order that he may be able to shun them and be put in possession of some useful information, which will serve him in his journey from New York City to Milwaukee and other ports on Lake Michigan. The author has given as large a sketch of Milwaukee, the Queen City of the Lakes, as he could afford space for, the statistics of which may be relied upon as accurate, the idea being to present Milwaukee in 1851, as it is; to preserve some record of its first settlement and present prosperous condition; its early history is still fresh in the recollection of a large number of its citizens who were the pioneers in founding the Queen City of the West; still the time is fast approaching when these living witnesses shall have passed away, and when the only evidence of its early history shall be found upon the printed page.

The increase in population of this City is unexampled in the history of cities in the United States; large improvements have been made, during the past three years, by private enterprise; new churches have been erected, hotels and brick blocks have risen up as if by magic, in every quarter of the city. The same increase is applicable to the whole State; but as many parts of the country are but thinly populated, it is difficult to ascertain the exact extent of those improvements. New settlements are constantly being commenced, and in a short space of time grow into important places without any particular notice or observation being taken of them.

The present work is intended for the use of the Emigrant on this side of the Atlantic, as soon as he arrives at any of the Ports in the

U. S., and for those who desire to emigrate from other States in the Union to the "Far West" during the ensuing season of navigation; after which the Author proposes to visit Europe and there re-write the work with additional information with a view of inducing a better class of Farmers to emigrate to Wisconsin than hitherto has come, or in other words, to show the advantage there is in the Western part of America for the employment of British capital to make more profitable investment than it finds in the Old World. Practical farmers with capital, it will be urged, is what Wisconsin really wants and generally to instruct the overplus population of Great Britain and Ireland who annually come to the United States, what portion of them do well by coming here, and to instruct a great many others who have a desire to leave their native land for a foreign soil, who from want of a correct guide and reliable source of information to refer to, emigrate here, whereas they had better have remained at home. Alas! too many of this kind are to be found every day as we pass along the streets.

There is a class of well educated men who come to this country, who dream, on the other side of the Atlantic, that America is paved with Gold, and whilst they are building their castles in the air, determine to try their luck in the Land of Promise, forgetting, from want of a knowledge of American Society, that America has made it a part of her National Policy to educate her people, and has provided Free Schools all over the Union for that purpose, providing her Merchants and Public Officers, with a population of well educated citizens calculated to fill the most important and trustworthy stations in life; hence the want of employment to that class of men, who, had they remained at home, would have done better, but who now are without means and friends to help themselves, and are destitute of employment. To this class of Emigrants, thorough and correct information is much needed on the other side of the Atlantic.

It is proper to add here, that the Author has made free use of such books, magazines, and newspapers, as he could find to suit his purpose, in compiling this work, but has been careful to admit nothing unless entitled to the fullest credit.

MILWAUKEE, February 1, 1851.

EMIGRANTS' GUIDE TO WISCONSIN.

The almost universal distress in which the middle and working classes, especially the Farmers and Farm Laborers of Great Britain and Ireland, are at this time involved, has given rise to a co-extensive desire for emigration to some shore whereon they may find exemption from the difficulties and destitution that surround them at home. In attempting to come to some conclusion as to the place most likely to afford the asylum which is thus sought, the Emigrant is not unnaturally led to analyze the causes that have produced such misery and ruin, in order that he may, if possible, in his contemplated removal, secure himself from their future operation and influence, and free himself at once from the sway of a Government based upon injustice and supported by class legislation, and become the possessor of those political and social rights which are the inalienable heritage of every human being. Borne to the earth by the pressure of enormous taxation, it no longer remains a wonder that the industry of the old country should have resolved to escape from its weight, to a region where such incumbrances and violations of equity are unknown.

Information of an authentic nature, and easily accessible, respecting the United States, to which as an ark of refuge so many of my countrymen are at this time so eagerly looking, is therefore, a desideratum which it is the intention of this publication to supply, as far as its limited size and moderate price will permit.

I shall first endeavor to give a short outline of the Constitution of the Great American Republic in order that

the Emigrant may be aware of the privileges to which he will be entitled, and the duties which will be expected from him in return, by the Country of his adoption:

Secondly.—I shall endeavor to show that Wisconsin is the most favorable field for Agricultural and Manufacturing employment.

Thirdly.—Wages and their relative value.

Fourthly.—Climate and its effects upon the health.

Fifthly.—I propose to give a sketch of Milwaukee, the Queen City of the Lakes, its rise and progress, with a full and accurate table of statistics of that and other Ports on Lake Michigan.

Sixthly.—To give a Table of Routes from New York and Boston, to Milwaukee, Racine and Kenosha; a List of Steamboats, &c., &c.; and general instructions; hoping thus to be able to place before the Emigrant a store of knowledge which he will find of great value.

Constitution of the Republic.

The Constitution is exceedingly popular, and there is no office in the country to which a naturalized foreigner is ineligible.

The Government is strictly Republican. The administration of affairs is confided by the Federal Constitution to three grand departments, namely—the Legislative, Executive, and the Judiciary.

The Legislative branch of Government is composed of delegates chosen from the body of the people, for the period of six years in the Senate and two years in the House of Representatives, who are required to assemble in general Congress, annually, for the purpose of enacting such Laws and deliberating upon such subjects as the exigencies of the Country, at large, may require. This body is denominated the Congress, composed of a Senate and

House of Representatives. The Senate is composed of two Delegates from each State, chosen by the several Legislatures thereof. The Members of the House of Representatives are elected by the People, the number for each State being decided by a certain ratio laid down by Congress, after each decennial enumeration of the people.

The Executive branch of the Government is constituted by the President who is elected by the people for the period of four years, and the Senate, without whose advice and consent the President is almost devoid of power, not having authority even to appoint his own Cabinet Council.

The Judiciary is composed of a Chief Justice and eight Associate Judges, nominated by the President and confirmed by the Senate, who are Supreme in all their decisions upon legal and Constitutional questions referred to them in the shape of Appeals, not only from State Sovereignties, but also from the Grand Consolidated Union. These Judges are appointed during good behavior, and are amenable to the people for official misconduct only through the medium of the United States Senate.

It will be seen that the Senate is in every respect the most important Assembly known to the Federal Constitution, combining as they do, Legislative, Executive, and Judicial functions. The feelings and interests of every State are here equally concentrated, and from this body alone is derived the salvation of the country in all cases of emergency.

The executive branch of the Government is subdivided into the following departments, namely:

Department of State, Department of War,
Dep't. of the Treasury, Department of the Navy,
Post Office Department, Attorney General,
Department of the Interior.

The heads of which are styled Secretaries. They are ineligible to a seat in either House of the National Representation, but sit as a Privy Council for advice to the President in all matters with which he is officially charged.

The three grand divisions of Government enact and carry into effect all laws of a general nature, and superintend the welfare of the whole Union, but refer to local or State Assemblies the power of governing themselves agreeably to the wishes of the people, and in their own particular mode; hence it is that no two of the States are governed alike, or subject to the same code of laws. The National Statute has only made it imperative on the different members of the Union to aid and assist each other in prosecuting to Justice all delinquents or violators either of the State or Federal Constitutions.

The Congress of the United States has the exclusive privilege of levying duties on imposts, regulating commerce, and of declaring war; and the States are bound by the Federal Compact to sustain the National Executive in the discharge of all such official obligations.

That any bill introduced into either the Senate or House of Representatives may become a law, it is necessary that the same be passed by a majority of both Houses upon its third reading, and receive the signature of the President of the United States, or if he object thereto, two-thirds of the Senate and of the House of Representatives agreeing, it is the law of the land to all intents and purposes, the objections of the President, to the contrary, notwithstanding, and he is constitutionally bound to see that it be duly enforced.

The power of conducting all treaties is confided to the President, and the power of ratifying the same is held exclusively by the Senate in its Executive capacity.

The Senate, in the discharge of their judicial functions,

sit as often as circumstances may require, as the only High Court for the trial of federal Officers impeached by the Lower House for official malversation; and the prosecution under such circumstances, must be conducted by a committee from the House which has laid the information.

The District of Columbia which has been appropriated exclusively to the uses and purposes of the General Government—contains two cities, viz: Washington and Georgetown. In the former city are located the Capitol of the Nation, the President's house, and all other public buildings rendered necessary at the seat of Government. The Capitol is built after the plan of St. Peter's Cathedral at Rome. The President's house is large and magnificently furnished. White marble being found in the greatest profusion in many parts of the United States, all public and many private buildings are built of that beautiful material. The District of Columbia is only a place of importance during the Sessions of Congress.

The Constitution of the Country declares that no particular religious belief or denomination of christians shall be tolerated by Government to the exclusion of others, holding as sound doctrine, that as man is by nature free and independent, it would be an abridgement of his liberties were he required to worship his God otherwise than according to the dictates of his own conscience.

Under such wise and humane Constitutional provisions, it will be readily assumed as a fact, that the various sects of professing christians to be found throughout the world flourish in this country in proportion to the measure of their good deeds.

The framers of the Federal Constitution were so perfectly guarded upon this subject, that the Sabbath, a day of rest, is nowhere alluded to in that most important instrument. Each and every State, however, in its indi-

vidual capacity, has enacted laws requiring, to a certain extent, the observance of the first day of the week as a day of cessation all unnecessary business, enacting penalties against its violation.

Those who wish to avail themselves of the rights of citizenship will have to reside five years in the United States before they become entitled to it, and they must have declared their intentions so to do at least two years before admission. One year's residence also is necessary, after the application has been made, in some parts of the same State, and there are courts appointed in all places for the registration of these declarations of intentions. These laws of naturalization are different in different States, in some of them the period of residence being shorter than in others.

When the party applies for this purpose, a certificate is made out, for which 50 cents or half a dollar is demanded. This is again presented at the expiration of the full term of five years, when, if the conditions are found in every respect to have been fulfilled, he is at once, and upon paying some trifling additional fees, taking the oath of allegiance, and subscribing to the naturalization laws, admitted to the full rights of free citizenship.

All the privileges, immunities, and advantages belonging to the institutions of the country are then thrown open to the foreigner; he then, in fact, becomes eligible to offices of every description, whether corporate, belonging to State legislatures, or to the general government—except that of the President, who must be a native-born American.

The children, also, of a naturalized citizen, if under man's estate, are citizens by virtue of the parent's right and by their own, if under a certain age, at the time of their arrival in the country.

Without naturalization, the Emigrant has no power either to hold or convey real estate or property. It also confers great advantages in the taking out of Patents in the United States Office, where the difference between the alien and the native right is enormous. The latter can obtain this protection for about 30 dollars, while it costs the former nearly five hundred.

There is another great advantage the parent has in many of the United States, which ought not to be overlooked. This consists in the privilege of sending his children, of either sex, and however numerous, after the age of seven years, to the "Public School," where they are fully instructed in the ordinary branches of education, wholly free of expense.

These schools are scattered, at frequent intervals, over the State, giving instruction to a large portion of its population, at a merely nominal cost per scholar. They are all subject to the Legislative jurisdiction of each individual State, which differ very little from one another in their management of them; are supported from many sources, such as by grant of funds from each State, by local funds, voluntary contributions, and by taxation upon the property of the people. The funds for the support of Schools in most of the States have been originally derived from large grant of lands made by Congress to each State.

The buildings for these Public Schools are in many cases erected for the special purpose, and are lofty, capacious light, and airy, constantly kept clean and altogether possessing immense advantages in these respects over the ordinary schools in common dwelling houses.

The Schools are subject to the periodical visits of Commissioned Superintendents, who examine into the proper fitness of everything belonging to them, and particularly into the proficiency of the Scholars. Nothing is omitted

that will tend to their comfort and convenience or facilitate their progress. Attached to many of these Schools there is Evening Instruction for youth who may require it but whose time may be occupied by daily labor.

The late Mr. Cobbett (an English author) thus sums up the reasons which make Emigration to the United States preferable to any other country :

“There is no other country, except English Colonies, in which the English language is spoken, and in which the habits and manners are the same. This is one great thing; but there is no other country in which there is a superabundance of good lands, and in which an increase of the population must necessarily be an advantage to the country. There is no other country where there is any room for numerous strangers; and besides all these, there is no other country where the people have to pay so small a portion of taxes, and where kind and generous neighbors are to be found in abundance. To all these advantages add that of perfect civil, and political liberty, and that as to religion, the law knows nothing at all about it.”

Wisconsin the most favorable field for Agricultural and Manufacturing Employment.

The celebrated writer I have just quoted, says: “There is no other country in which there is such a superabundance of good lands.” The facts by which the assertion is supported are so well known as to obviate the necessity for detailed proof.

The State of Wisconsin, according to the Constitution, is bounded as follows: Commencing at the North East corner of the State of Illinois, that is to say, at a point in the centre of Lake Michigan, where the line of forty two deg. and thirty min. of N. lat. crosses the same;

thence running with the boundary line of the State of Michigan, through Lake Michigan and Green Bay, to the mouth of the Monominee River; thence up the channel of said river to the Brule River; thence up said last mentioned river, to Lake Brule; thence along the southern shore of Lake Brule, in a direct line to the centre of the channel, between Middle and South Islands, in the Lake of the Desert; thence in a direct line to the head waters of the Montreal River, as marked upon the survey made by Capt. Cram; thence down the main channel of the Montreal-river to the middle of Lake Superior; thence through the centre of Lake Superior to the mouth of the St. Louis River; thence up the main channel of said river to the first rapids in the same, above the Indian Village, according to Nicollet's map; thence due South to the main branch of the River St. Croix; thence down, the main channel of said river to the Mississippi; thence down the centre of the main channel of that river to the North-West corner of the State of Illinois; thence due East with Northern boundary of the State of Illinois, to the place of beginning. Mr. I. A. LAPHAM, in his work on Wisconsin, says: "It is ascertained that Wisconsin is about five hundred and fifteen miles from East to West, and four hundred and forty nine miles from North to South, measuring from the extreme points, showing a superficial area of eighty three thousand and sixty five square miles or sections, equal to twenty three hundred townships of six miles square each, thereby estimating Wisconsin to be more than one half larger than Virginia and more than twice as large as the State of New York."

The same author in his valuable work says: "There are no mountains, properly speaking, in Wisconsin; the whole being one vast plain, varied only by the river hills, and the gentle swells or undulations of country usually

denominated "rolling." This plain lies at an elevation of from six to fifteen hundred feet above the level of the ocean. The highest lands are those forming the dividing ridge between the waters of Lake Superior and the Mississippi. From this ridge there is a gradual descent towards the south and south-west. This inclination is interrupted in the region of the lower Wisconsin and Neenah rivers, where is found another ridge extending across the State, from which proceeds another gently descending slope, drained mostly by the waters of Rock river and its branches.

These slopes indicate, and are occasioned by the dip or inclination of the rocky strata beneath the soil. The Wisconsin hills and many of the bluffs along the Mississippi river often attain the height of three hundred feet above their base. The country immediately bordering on Lake Superior has a very abrupt descent towards the lake; hence the streams entering that lake are full of rapids and waterfalls, being comparatively worthless for all purposes of navigation, but affording a vast superabundance of water power, which may at some future time be brought into requisition to manufacture lumber from the immense quantities of pine trees with which this part of the State abounds. On the northern border is Lake Superior, the largest body of fresh water in the world, and on the east is Lake Michigan, second only to Lake Superior in magnitude, forming links in the great chain of inland seas, by which we are connected with the "lower country" by a navigation as important for all purposes of commerce as the ocean itself. Besides these immense lakes, Wisconsin abounds in those of smaller size, scattered profusely over her whole surface. They are from one to twenty or thirty miles in extent; many of them are the most beautiful that can be imagined; the water deep

and of crystal clearness and purity, surrounded by sloping hills and promontories, covered with scattered groves and clumps of trees. Some are of a more picturesque kind, being more rugged in their appearance, with steep, rocky bluffs, crowned with cedar, hemlock, spruce, and other evergreen trees of a similar character.

The Mississippi, the great river of rivers, forms the western boundary of Wisconsin. It is augmented in this State by the waters of the Wisconsin, Black, Chippewa, St. Croix, and St. Francis rivers, which alone would form a very respectable "Father of Waters," but which scarcely swell the mighty flood of the Mississippi; these with the Rock river, which empties into the Mississippi in Illinois, and the St. Louis, Bois Blanc, Muavaise and Montreal rivers, tributaries of Lake Superior, and the Menominee, Pishtego, Oconto, Pensaukee, Fox or Neenah and Wolf rivers, tributaries of Green Bay; and Manitowoc, Sheboygan, and Milwaukee rivers, tributaries of Lake Michigan, are the principal rivers in Wisconsin.—The Mississippi is navigable as far up as the falls of St. Anthony.

The Wisconsin is navigable as far up as the pine region above the Portage, by small steamboats, at certain seasons of the year. Their waters usually originate in springs and Lakes of pure and cold water: many of them, especially in the north or primitive region, are precipitated over rocky barriers, forming beautiful cascades or rapids, and affording valuable sites for mills and manufactories of all kinds. The Falls of St. Anthony, on the Mississippi, seven miles above the mouth of the St. Peters, are only surpassed by the great Niagara, in picturesque beauty and grandeur, and are now becoming a place of fashionable resort for summer tourists."

The State of Wisconsin presents to the Farmer a com-

bination of advantages in reference to its productions, which are scarcely to be met with in any other country. The occupier of a farm, whether large or small, is almost invariably the owner, and the land he cultivates he can, therefore, turn to what purpose he considers it the most fitted for; hence all the disagreeable differences between landlords and tenants, raising of rents, after expensive and laborious improvements, or ejection for voting at elections, so fertile a source of annoyance in England and Ireland, are here unknown. The contrast is very striking between the farm laborer in England and the farm laborer in the States. It is well known what miserable wages the farm laborer in England, receives, ten shillings sterling being the average, whilst in Wisconsin there is not a single laborer on a farm who will receive less than from six shillings to a dollar per day; or twenty-four shillings sterling per week; at the same time enjoying the advantages of excellent schools for the education of their children, gratuitously: the consequence is that the farm laborers and their families are well fed, well dressed, well educated in all the ordinary elements of knowledge, intelligent in conversation, and very superior to the same class in most parts of the old country.

In all parts of the State of Wisconsin, the laborer gets the fullest amount of wages, can live cheap, and meets with few temptations to spend his money, being mostly away from large cities, and is enabled in everything to keep down his expenses. This will especially apply to laborers who are employed on the public works, as but few of these who are moderately temperate, and commonly careful, will, at the expiration of their engagements, leave without considerable sums of money in their possession.

The Farmer in Wisconsin may select on the prairies,

land as fertile as the richest river bottoms, and by settling in the edge of the timber, combine every advantage afforded by the latter. He finds the land already cleared, and has only to enclose it. The labor of bringing it into cultivation is but trifling. A heavy plough and a strong team are required the first year to turn over the soil.—The corn is dropped into the furrow, and covered over, and no other labor is bestowed upon it until it is fit to be gathered, because during the year the corn cannot be tended in the ordinary way, as the sod, already bound together by the fibrous roots of the grass, is merely turned, and not pulverised so as to admit of tillage. But by turning the grass down, exposing the roots to the sun, and leaving the sod undisturbed, it becomes mellow in one season, and while undergoing the process of decomposition, it affords nourishment to the growing corn. The crop thus raised is not abundant, nor is the grain very good; but something like half the usual crop is raised, which amply pays for the labor of planting and gathering. By the ensuing spring, the roots of the wild grass are found to be completely rotted, and the plow is put into a rich light mould, fit for all the purposes of husbandry.

In the greater part of the prairie region, building stone cannot be had; but in such places brick may always be substituted by those who want to build good houses.—The stratum of clay which is found under the soil, is well suited for brick making, and in such places can be obtained by removing the light covering of loam which forms the surface. Immense herds of wild cattle once fed upon these fine prairies, but they, like the red Indian, have retired westward before the fire-armed European, and are now only to be found towards the base and amid the fastnesses of the Rocky Mountains.

In America, a strong and constant tide of emigration

is setting Westward. The bold young American of the North Eastern States chooses a helpmate, collects some clothing, takes up his rifle and hatchet, and trusting entirely to his own prowess, marches off in the direction of the setting sun. He commits himself and mate to the rivers, and penetrates more than a thousand miles into the heart of the western wilderness. There is something highly exciting and grateful to youthful daring and independence in travelling onward in search of a future home, and having found some sweet encouraging spot in the bosom of the wilderness, in rearing everything by his own handiwork.

The valley of the lower Fox River, embracing the country lying between Lake Winnebago and Green Bay, a distance of thirty-five miles.

The resources, peculiarities and advancement of this portion of Wisconsin may not be uninteresting to the emigrant intending to settle in this State. I shall endeavor to give them, in the following, as concise a view of present matters in the valley of the lower Fox as my brief space will admit of.

On the north-east side of Winnebago Lake, the waters forming this majestic stream take their departure for the Great Lakes and the Gulf of St. Lawrence. They make their exit in two channels, forming in the outlet an island, and at the same time creating one of those beautiful and romantic points occasionally to be met with by the western traveler. The upper point of the island affords a magnificent view of the lake and country bordering it on the south-east, as well as of the two branches of the river on the right and left, gliding swiftly on their rock-bound beds.

This place has been the head-quarters of the different

Indian tribes that have successively occupied this country for the last hundred years, till within a short time. It is now owned and occupied as a place of residence by Hon. James Duane Doty, M. C. In the first half mile from the lake there is a fall of eight or ten feet, which affords an immense propelling power, which, at a comparatively small expense, can be rendered available, and, to a considerable extent, has already been made so. The south branch is in course of improvement by the State, to render it navigable for steamers.

Here is situated the flourishing town of Menasha, which bids fair to become an important manufacturing point, having at this time some three or four saw-mills, a foundry, pail factory and lath machine in operation, and a large flouring mill in course of erection; besides several other branches of manufactures and mechanics.

The State work at this point, costing some seventy-five thousand dollars, is done by a company for the water-power it creates.

On the north side of the other branch is situated the town of Neenah. This is a place of considerable importance, commercially, as well as for its hydraulic power. It is much more accessible from the country, and supports a large and flourishing mercantile trade. It has a fine three-story hotel, and several of smaller dimensions. It has a commodious flouring mill, two saw-mills, a foundry, and sash factory in operation; and the enterprise of the inhabitants may be judged of from the fact that they have submitted to be taxed to the amount of the cost of improving the channel of the river by a canal and lock of the same dimensions as the State works.

Leaving these points on the lake, we descend the river five miles, to Grand Chute, where there is a perpendicular fall in the stream of four feet, and continuous rapids for

a mile, giving a fall of twenty feet. The entire length of these rapids on the north is laid out in town lots, consisting of three plats; the uppermost is called Martin, the middle one Appleton, and the lower one Lawesburgh. These towns have all enjoyed an unprecedented growth in population and buildings since their creation. Martin (known better as "The Chute,") is at the falls, and has made considerable progress in setting up hydraulic works, in the shape of saw-mills, lath and planing machines, turning lathes, &c.

It has a large and commodious hotel, and an enterprising community of citizens. Appleton, half a mile below, however, is the centre of business—the nucleus of trade at these points; which advantage, her position to the contrary, all other things equal, will enable her to maintain.

There is but one interest in the two lower towns with the citizens; they are identical. Lawesburgh has the advantage of beauty of situation. Appleton has that of command of business and capital. In fact, the two plats are but one town, and nothing but diversity of proprietary interests has or can create any other than harmonious feelings among their citizens.

The water-power here is not as easily improved as at the falls; consequently, in this particular, it is not so far advanced; works are, however, in progress, which will create one of the most approachable and extensive water-powers in the State.

Amos A. Lawrence, of Boston, is the proprietor of Appleton, and is liberal in his outlay of capital for its advancement. The Lawrence University, to which Mr. L. donated the handsome sum of \$10,000, is located at this point. The academic building for the use of this institution is completed, and is a creditable structure. Its dimensions are about 100 by 80 feet, four stories high, and

of tasteful style of architecture. This institution, altho' in its infancy, bids fair to do honor to its founders. The College buildings are to be commenced the coming season. They are to be constructed of stone or brick, and the resources of the directors are believed to be such as to enable them to build on a highly respectable scale as to permanence, utility and style.

The site selected for their buildings is grand. They are to occupy the centre of a beautiful square containing about fourteen acres, situated between the two plats. It is elevated about eighty feet from the bed of the river, and commands a magnificent view of the Chute and almost the entire length of the rapids. The river, at this point, is about 1,000 feet wide. There are some nine or ten mercantile establishments at this place, the most of which would class respectably with those of older towns. Appleton has three public houses of commodious size, some of which are noted for their excellence; and Lawesburgh, one of mammoth dimensions, just about to commence business. Indeed, this house would do honor to any one of the western cities. In short, there are but few towns in any country of more mature years, that have the tidy family residences, the commodious and well arranged public houses, the sober and industrious communities of inhabitants that the three towns in Grand Chute can boast of. There is, also, a large, flourishing division of the Sons of Temperance at Appleton. The State improvement is located on the opposite side of the river at this point, and is in progress of construction. The country is timbered with oak, beech, hickory, maple &c., on both sides of the river, and the soil rich and productive. It is fast filling up with good citizens from the eastern States and different portions of the west, and forms a beautiful situation for emigrants from the Old World to

settle in. The price of land ranges from \$2 to \$10 per acre.

Leaving this point, we descend down the river three miles, when we arrive at the Cedar Rapids. Here the State works, consisting of a dam, lock, and one-fourth of a mile of canal, are in a forward state of progress. Half a mile further, and we arrive at the Little Chute, where there is a perpendicular fall of two feet, and long, continuous rapids, which will afford an immense water-power when improved. The State works have not been put under contract at this point. Here is a Catholic mission established some twenty years ago, for the benefit of the Indians, around which has collected a large settlement of French and Germans. The country in this vicinity is good, and affords high inducements to settlers. The next point in our downward course, four miles below, is the "Grand Kau-kau-na." This is a romantic spot. The waters of the noble Fox go rushing along down a descent of about twenty feet in three-fourths of a mile, over a rocky and uneven bed, like that of a mountain brook in some of the New England States.

The State works here are not under contract nor located. There is a town laid out, but little done in the way of improvement yet. The river has been improved from this point below to the bay, and steamboats have run between these points the greater part of the past season.

Five miles further, and we reach the "Rapid du Croche," where we meet with the first State work completed. Here is a dam, lock and short canal. There is no other improvement at this point worthy of notice.

Twelve miles further, and we are at "Depere," the first rapids and water-power from the mouth of the river, and five miles from Green Bay.

This is a point that many think is destined to out-strip all others in importance in manufactures and trade. It is rapidly improving and filling up. The waters of the bay set up to this place, and afford ample depth for the largest lake-craft. The main town is on the east side of the river, where there are three saw-mills, a flouring mill, and other minor hydraulic works in operation. On the west bank some improvements in the way of town building have been commenced. There is a bridge across the river here, and the State works are completed, consisting of a lock and dam.

Five miles further, and we arrive at Green Bay, Fort Howard, and the towns of Astor, Navarino, and Howard. Astor appears first on the east bank as we ascend the river, which is distinguishable, at present, for nothing more than its fine hotel and pleasant country-like residences. Navarino, immediately below and adjoining, is the old town, better known as Green Bay, which at present is the great depot of the growing commerce of the vast valley of the Fox.

Here nearly all the wholesale trade of the country is done, and, more than probable, here will grow up the metropolis of the North. The site for a city is grand; by nature unsurpassed. On the opposite bank, at the lower point of the town, is Fort Howard, which, with its newly white-washed walls, presents a neat and tidy appearance—immediately above which is the new town plat of Howard, where, as yet, not a great deal has been done. Navarino and Astor were mostly built up to their present dimensions during the speculations of '36 and '37, since which time up to '48, they were mostly deserted. But business now is brisk, and prosperity is depicted in every branch of trade.

The peculiar advantages of the Fox for manufacturing

purposes, in addition to its perpendicular falls and extensive rapids, consists in its ample dimensions, and constancy. Lake Winnebago, containing some 400 square miles, acting as a reservoir, the river below never rises more than two feet, and rarely more than one above an ordinary stage of water. In addition, there is in the country a great abundance of all kinds of hard and soft timber for its uses, and for the purposes of trade, for ages to come, and I may also observe that all kinds of English grasses seem peculiarly adapted to the soil of this region. For rapidity of settlement and improvement, California alone can compete with this region. Hardly one of these up-river Towns could boast of a name, much less a house, two years since, and now they are flourishing villages, with from 300 to 800 inhabitants, and with fine stately buildings.

Two years ago there was plenty of Government land bordering the river, subject to entry; now all the choice selections from within from five to ten miles on either side are located, and mostly by settlers. When this country is improved, it will be noted for the choice quality of its wheat, the peculiar excellence of its butter and cheese, the extent of its sugar orchards, the number and dimensions of its manufacturing establishments, the sobriety and industry of its inhabitants, its beautiful and romantic river scenery, and the magnitude of its commercial transactions.

ROCK COUNTY.

Is bounded on the north by Jefferson and Dane, on the east by Walworth, on the west by Green County. and on the south by the State of Illinois: embracing townships one, two, three and four, in ranges ten, eleven, twelve, thirteen and fourteen; being thirty miles long from east to west, and twenty-four miles wide, showing an area of eight hundred and sixty-four square miles. It derives its name from Rock River, which runs through it from north to south, near the middle of the County.

The population in 1847, was 14,729; but now, in 1851, is upwards of 20,000.

The County seat is at Janesville, a flourishing village situated on the east side of Rock River, at the south-east corner of township three, range twelve; being near the centre of the County.

It is situated on a flat, or level, about two hundred yards wide, between the river and the foot of the bluffs, which are about one hundred feet high.

The distance from Janesville to Milwaukee is sixty-five miles, and it is the same to Racine; giving the citizens a choice of two ports on Lake Michigan. Janesville is 13 miles from Beloit, 41 from Madison, and about 80 from Mineral Point.

The following figures will show the rapid increase of population of Janesville:

The population in December, 1843, was	-	333
October, 1845, "	-	857
December, 1847, "	-	1,458
March, 1849, "	-	1,812
June, 1850, "	-	3,419

The following table will give the assessed value of property in this County, and the taxes levied for the coming year:

Assessed value of real estate, -	-	\$2,003,126 00
do do personal property,		180,845 00
State tax—I 2-15 mills, -	-	4,512 36
County tax—5½ mills, -	-	11,100 30
School tax—1 mill, -	-	2,163 47
The equalized valuation of real estate in Janesville is -	-	\$345,000
Personal property, -		44,800
		\$389,800
In Beloit, the equalized valuation of real estate is -	-	265,126
Personal property, -		36,550
		301,676
Excess of Janesville, -	-	\$88,124

A very valuable water-power has been created here by the construction of a dam across the river.

BELOIT is a beautiful village, situated on a plain on the east side of Rock River, at its junction with the State line between Illinois and Wisconsin. It is about 70 miles from Milwaukee, 80 from Chicago, and 90 from Galena.

On one side of the town the ground rises abruptly some fifty or sixty feet, affording very beautiful sites for residences, commanding a view of the town, the river, &c. The population of Beloit is 2,730. There is also an extensive water-power here, which is increased by a dam across the river.

There is also a College here, under the supervision of the Congregational and Presbyterian Churches. This College is a chartered Institution under the direction of an independent Board of Trustees, whose corporate title is "The Board of Trustees of Beloit College."—The charter was enacted in 1846: it is about three years since the department of instruction was organized. The following gentlemen now compose the Faculty, viz:

REV. A. L. CHAPIN, M. A., President.

S. PEARL LATHROP, M. D., Professor of Chemistry and Natural Science.

REV. JACKSON J. BUSHNELL, M. A., Professor of Mathematics and Natural Philosophy.

REV. JOSEPH EMERSON, M. A., Professor of Languages.

REV. M. P. SQUIER, M. A., Professor of Mental and Moral Philosophy.

REV. JOSEPH HURLBERT, B. A., Tutor.

The Institution, as now organized, embraces a Collegiate Department, a Preparatory Classical Department, and a Normal and English Department.

The course of study adopted in the Collegiate Department conforms to the standard of the highest American colleges. To this the Classical Department is preparatory. The Normal and English Department is designed to furnish the most thorough instruction in all English branches, to prepare students for teachers, or for the active business of life. It is the design of the Faculty to give the best possible advantage to young men of foreign extraction for obtaining a thorough English or Classical education; of these advantages some of that class have already availed themselves.

In the counties of Fond du Lac, Marquette, Columbia, and Dodge, there lies a region of uniform aspect, beautifully diversified with timber openings and small prairies, which in fertility of soil can scarcely be surpassed; there are but few spots combining all the natural elements of health, wealth, and beauty, in a degree equal to this. The soil is soft, black and rich, the most exhausting processes make no sensible drain upon its richness. Year after year, always without manure, it yields to the ex-

cessive demands of wheat, corn, and the heaviest grains, with no apparent diminution of its powers.

Stone is exceedingly plentiful for all building purposes, but on the surface or within reach of the plough, there is no sign of it.

A few feet lower, limestone, in the most beautiful and regular strata underlies the whole country. Wherever you would build, there is your quarry and your lime kiln at hand.

Within a radius of ten miles there is no timber save the oak openings; beyond that, on the east, is an unbroken expanse of it reaching a distance of sixty miles to Lake Michigan.

To the north and northwest, on the upper waters of the Wisconsin River, and all along its numerous tributaries, lies the immense and almost unbroken Wisconsin Prairie. Its southern border is thirty miles from Fond du Lac; it covers a vast area of country, full of large streams and extensive water powers; and when the pine forests of Maine the Delaware, and the Susquehannah shall fall "Birnam Wood" will go to Boston and New York.

Among the young and flourishing Towns in the interior of Wisconsin, Pardeeville, in Columbia county, deserves a passing notice.

Pardeeville is situated at the head of navigation on Fox River, eight miles above Fort Winnebago, at which place a canal connects the waters of the "Fox" with the Wisconsin.

At this point the River is dammed and an immense fall (some 18 feet) of water power is thereby created, sufficient, it is estimated, to carry from 15 to 20 runs of stone. Although but little more than a year and a half has elapsed since the place was a forest and wilderness, there is

now some twenty dwellings, a saw mill, a grist mill, lath mill, a stone tavern a blacksmith's shop, cooper's shop, &c.

A large flouring mill, for four run of stone, is in course of completion; a large and substantial public house and some twenty other buildings, in progress of erection the coming spring, owing to its central location, and its great water power. The fertility of the surrounding country and the probability that the head waters of Fox River will soon be connected with the Rail Roads of the interior and the great southern roads by a Rail Road to Madison, this place offers inducements also to capitalists and the working men and producers of all classes.

The superficial extent of the County of Fond du Lac is seven hundred and fifty-four square miles, of which thirty-six are covered by the waters of Lake Winnebago.

The area or superficial extent of Marquette County is three hundred and eighty-eight square miles; and the area of Columbia County is about seven hundred and forty square miles.

The area or superficial extent of Dodge County is nine hundred square miles, or five hundred and seventy-six thousand acres.

The following table will give the population of Wisconsin for December 1847, and June 1850.

<i>Counties.</i>	<i>Dec. 1847.</i>	<i>June 1850.</i>
Adams, - - - -	new, - - -	167
Brown, - - - -	2,914 - - -	6,222
Calumet, - - - -	1,066 - - -	1,745
Chippewa, - - -	new, - - -	615
Manitowoc, - - -	1,285 - - -	3,712
Columbia, - - -	3,791 - - -	9,585
Crawford - - -	1,409 - - -	2,399
St. Croix, - - -	1,674 - - -	624
La Pointe, - - -	367 - - -	515
Dane - - - -	10,935 - - -	16,628

Dodge,	-	-	-	14,906	-	-	19,140
Fond du Lac,	-	-	-	7,409	-	-	14,512
Grant,	-	-	-	11,720	-	-	16,169
Green,	-	-	-	8,487	-	-	8,588
Iowa,	}	-	-	7,963	-	-	9,576
Richland,		-	-		-	-	908
Jefferson,	-	-	-	11,574	-	-	15,839
Milwaukee,	-	-	-	25,791	-	-	31,116
La Fayette,	-	-	-	9,335	-	-	11,556
Marquette,	-	-	-	2,161	-	-	8,642
Portage,	-	-	-	1,504	-	-	1,758
Racine,	}	-	-	19,539	-	-	14,971
Kenosha,		-	-		-	-	10,730
Rock,	-	-	-	14,729	-	-	20,717
Sauk,	-	-	-	2,178	-	-	4,392
Sheboygan,	-	-	-	5,780	-	-	8,386
Walworth,	-	-	-	15,036	-	-	17,866
Waukesha,	-	-	-	15,868	-	-	19,324
Washington,	-	-	-	2,787	-	-	19,476
Total,				210,546	305,528		
Increase in two years and a half,				94,982			

The following table illustrates the increase of population in Wisconsin, during the past ten years :

<i>Years.</i>	<i>Population.</i>
1840,	30,945
1842,	44,478
1846, (June) -	155,277
1847, (Dec.) -	210,546
1850, (June.)	305,528

The increase is 983 per cent. in ten years.

This is a remarkable growth. The State of Arkansas, which was admitted into the Union in 1836, is behind Wisconsin. The California mania took a great many away. Had it not been for this, the population would no doubt have been in June last, over 350,000, and it has now probably reached that amount. We may therefore calculate with some certainty for the next ten years now that the Gold Fever is over, and put down Wisconsin for 1860 at 800,000 to 1,000,000.

Harbors on Lake Michigan in Wisconsin.

Kenosha,	Milwaukee,	Sheboygan,
Port Washington,	Racine,	Manitowoc,
Green Bay,	Twin Rivers.	

Newspapers Published in Wisconsin.

There are forty-six Newspapers published in Wisconsin, as follows:

MILWAUKEE Co.—*Sentinel & Gazette*, daily, tri-weekly and weekly; *Wisconsin*, daily, tri-weekly and weekly; *Commercial Advertiser*, “ “ “
Free Democrat, “ and “
Volkfreund, (German,) “ “ “
Banner, “ “ “ “

RACINE Co.—*Commercial Advertiser*, weekly; *Advocate*, do.; *Farmer*, monthly; *Der Wisconsin Bode*, (German) weekly; *Old Oaken Bucket*, (Temperance) do.

KENOSHA.—*Telegraph*, weekly.

WALWORTH.—*Western Star*, weekly.

ROCK.—*Janerville Gazette*, weekly; *Badger State*, do.; *Beloit Journal*, do.

GREEN.—*Union*, weekly.

IOWA.—*Mineral Point Tribune*, weekly.

GRANT.—*Herald*, weekly; *Potosi Republican*, do.

CRAWFORD.—*Prairie du Chien Patriot*, weekly.

ST. CROIX.—*Inquirer*, weekly.

SAUK.—*Standard*, weekly.

DANE.—*Madison Express*, weekly; *Statesman*, do.; *Madison Argus*, weekly; *Democrat*, daily and do.; *Free School Journal*, weekly; *Norskesygen*, (Norwegian) do.

JEFFERSON.—*Watertown Chronicle*, w'kly; *Register*, do.

WAUKESHA.—*Democrat*, weekly.

WASHINGTON.—*Blade*, weekly.

WINNEBAGO.—*Oshkosh Democrat*, weekly; *Republican*, do.; *Telegraph*, do.

COLUMBIA.—*Fort Winnebago River Times*, weekly.

FOND DU LAC.—*Fountain City*, weekly; *Journal*, do.

BROWN.—*Green Bay Advocate*, weekly.

MARQUETTE.—*Mercury*, weekly.

SHEBOYGAN.—*Mercury*, weekly; *Democrat*, do; *Der Wisconsin Republikane* (Ger.) do; *Newsbode*, (Dutch) do.

MANITOWOC.—*Herald*, weekly.

Roman Catholic Churches in Wisconsin.

The Catholics have four churches in Milwaukee, namely—

St. Peter's—Right Rev. J. W. Henni, D. D., Rev. J. M. Ives, Rev. P. Bradley.

St. Mary's—Rev. Dr. Salzmänn, Rev. A. Urbanek.

St. Gall's—Rev. Edward Smith.

Holy Trinity—Rev. Joseph Saddler.

St. John's Cathedral is building, the length of which measures 177 feet by 77, in the Grecian style.

The Diocese of Milwaukee comprises the State of Wisconsin, and is governed by the Right Rev. J. M. Henni, D. D.

The following are the number of Catholic Churches in the State:

MILWAUKEE Co.—Nine.

WAUKESHA Co.—Six, and a number of Stations, occasionally visited by Rev. M. Kemdig and Rev. P. Calinan.

RACINE Co.—Three, besides several Stations, attended by the Clergy of Burlington.

KENOSHA Co.—Three.

WASHINGTON Co.—Twelve.

DODGE Co.—Two.

JEFFERSON Co.—Two.

WALWORTH Co.—Two, besides several Stations, visited by Rev. P. Kirnan.

DANE Co.—Two.

IOWA Co.—Three, and five Stations.

LA FAYETTE Co.—Three.

GRANT Co.—Five, and three Stations.

CRAWFORD Co.—One, and three Stations.

COLUMBIA Co.—Three, and six Stations.

FOND DU LAC Co.—Four.

CALUMET Co.—One.

SHEBOYGAN Co.—One, and three Stations.

MANITOWOC Co.—Four.

BROWN Co.—Four, and three Stations.

WINNEBAGO Co.—One, and three Stations and one Mission.

ECCLESIASTICAL AND CLASSICAL INSTITUTIONS.

St. Francis De Sales Theological Seminary—Under the direction of Rev. Michael Heiss. There are students, also, at the Seminary attached to the University of N. D. Du Sac, at South Bend, Indiana, and the Propaganda at Rome.

St. Norberts, or Premonstrant Mission—Is situated on the south side of the high and beautiful banks of the Wisconsin River, Dane Co., in the midst of the most fertile burr oak openings. This interesting mission is intended to prepare the way for the establishment of a regular convent of the Premonstrant Order.

Sinsinawa College, Grant County—Expenses of boarding, including the entire classic and scientific course, use

of bed and bedding, board and tuition, per scholastic year, beginning on the first of September and ending on the second Wednesday of July, payable half-yearly in advance, - - - \$106 00

Washing and Ironing, if done at the Institu-

tion, per annum, - - - 8 00

German, French, Italian and Spanish languag-

es, and Book-keeping, each per quarter, 3 00

Music—Piano, Violin, Flute, &c., per quarter, 5 00

Drawing and Architecture, each per quarter, 6 00

St. Joseph's Female School, Milwaukee.—This Institution, in which all the branches of English and polite education are taught, is under the charge of five Sisters of Charity, of St. Joseph's.

Connected with this Institution is also a large English Free School, in a new separate building.

Day and Sunday Schools are attached to almost every Church in the Diocese. St. Mary's (Milwaukee) has two schools, with their male and female teachers; and attended by more than 200 children, taught in the German and English languages.

CHARITABLE INSTITUTIONS.

St. John's Infirmary, Milwaukee.—This Institution was opened for the sick, on Monday, May 15th, 1848, under the charge of Sisters of Charity from St. Joseph's, Emmetsburg, Md. The house is large, commodious, and built in the healthiest part of the City. Three apartments are allotted to patients generally; but select rooms may be had by those who are qualified to prefer them.—The fees for the keeping of patients, either with or without medical attendance, may be known by application to the Sister Superior.

The number of patients received in St. John's Infirmary, from October first, 1849, to October first, 1850, were 293.

The Male Orphan Asylum contains 21 destitute boys, and is supported by charity. They are under the direction of two ladies, for the present.

St. Rosa's Female Orphan Asylum contains already 33 orphan children, entrusted to the care of Sisters of Charity of St. Joseph.

St. Joseph's School Society--connected with St. Mary's Church, (Milwaukee) and supporting two large Schools by its monthly contributions.

St. Mary's Ladies' Benevolent Society—For the relief of the poor and sick, being attached to St. Peter's and St. Gall's congregations.

St. John's Young Men's Society—Composed of members of St. Mary's Church, (Milwaukee) for building and ornamenting Altars.

RECAPITULATION.

Churches or Chapels built,	-	-	-	-	72
Churches, &c., building,	-	-	-	-	29
Missionary Stations,	-	-	-	-	28
Clergymen,	-	-	-	-	54
Theological Seminary,	-	-	-	-	1
College,	-	-	-	-	1
Religious Communities,	-	-	-	-	4
Charitable Institutions,	-	-	-	-	3
Catholic population from 60,000 to 65,000.					

PROTESTANT EPISCOPAL CHURCH.

Diocese of Wisconsin.

Members of the English Church are reminded that the Protestant Episcopal Church in the United States is the legitimate child, the living branch, of their own Mother Church; and that on this side of the Atlantic, they will find, in the American Book of Common Prayer, the services to which they have been accustomed, so slightly altered that their old Prayer-Books will not be useless, as a temporary provision.

The American Church has, at present, twenty-nine Dioceses, thirty-two Bishops, and fifteen hundred and fifty-seven parochial and other Clergymen.

The Diocese of Wisconsin, covering 90,000 square miles, and containing a population of 800,000, has, besides the Missionary Bishop in charge of the Diocese, twenty-seven clergymen residing within its limits. The following List exhibits, together with the names of the Bishop and Clergy, their respective residences, cures, or addresses:

THE RIGHT REV'D J. KEMPER, D. D.,	DELAFIELD.
The Rev. Jas. Abercrombie, - -	Waukesha.
The Rev. William Adams, - -	Delafield.
The Rev. Benjamin Akerly, - -	Milwaukee.
The Rev. Wm. C. Armstrong, - -	Lisbon.
The Rev. George R. Bartlett, - -	Green Lake.
The Rev. John A. Bowman, - -	Milwaukee.
The Rev. S. G. Callahan, - -	Dartford.
The Rev. Azel D. Cole, - -	Delafield.
The Rev. Solomon Davis, - -	Green Bay.
The Rev. L. Wilson Davis, - -	Sheboygan.
The Rev. James De Pui, - -	Racine.
The Rev. E. A. Greenleaf, - -	Kenosha.

The Rev. Franklin R. Haff,	-	-	Duck Creek.
The Rev. William Hommann,	-	-	Green Bay.
The Rev. M. Hoyt,	-	-	Watertown.
The Rev. Aaron Humphrey,	-	-	Beloit.
The Rev. J. P. T. Ingraham,	-	-	Fox Lake.
The Rev. David Keene,	-	-	Milwaukee.
The Rev. Stephen McHugh,	-	-	Delavan.
The Rev. S. W. Manney,	-	-	Milwaukee.
The Rev. William Markoe,	-	-	Delafield.
The Rev. Stephen C. Millett,	-	-	Beloit.
The Rev. Thomas J. Ruger,	-	-	Jancaville.
The Rev. Martin F. Sorensen,	-	-	Toland's Prairie, [Washington Co.
The Rev. Joshua Sweet,	-	-	Fond du Lac.
The Rev. Ebenezer Williams,	-	-	Grant County.
The Rev. W. H. Woodward,	-	-	Madison.

At St. Paul's Church, Milwaukee, the Rector (the Rev. Mr. Akerly,) has opened a register for the names of members of the Established Church of England and Ireland, and the Colonies, or of the Scottish Episcopal Church. Here all such persons are invited to record their arrival, their destination, and such other information respecting themselves as may be useful to their friends.

The residence of the Bishop is a short distance from the village of Delafield, twenty-five miles west of Milwaukee. The jurisdiction of the Bishop is not confined to the Diocese of Wisconsin, but extends over Iowa, Minnesota and all the north-western territory of the United States. Its northern limits touch the jurisdiction of the British Bishop of Prince Rupert's Land.

At the Nashotah Lake, within a mile, westwardly, of the Bishop's residence, is a Theological School for the preparation of young men for Holy Orders. This Insti-

tution was first established in the autumn of 1841, as a Missionary House, by three clergymen—the Rev. James Lloyd Breck, A. M., of Pennsylvania; the Rev. John Henry Hobart, A. M., son of the late Bishop of New York; and the Rev. William Adams, a distinguished graduate of Trinity College, Dublin. It was incorporated in 1846, under the old name of the Nashotah House, with full university powers. The first President of the Nashotah House was the Rev. James Lloyd Breck. In the spring of 1850, Mr. Breck resigned the Presidency, and proceeded to establish a new mission, near the village of St. Paul, on the upper Mississippi, in Minnesota. He was succeeded by the Rev. A. D. Cole. Rev. Mr. Adams continues to hold the Professorship of Systematic Divinity. The Rev. Mr. Hobart has returned to the Diocese of New York.

The new Parish Church, now nearly finished, at Delafield, will number among its congregation several respectable English farmers, tradesmen and mechanics; and the Rector, the Rev. William Markoe, late of Philadelphia, (and the Parochial clergy throughout the Diocese) will always welcome members of the Church from abroad.—The Church is building under the direction of a gentleman from Philadelphia, who is aided by the advice of the English Ecclesiologists and of the Lord Bishop of Fredericton, New Brunswick. Much of the Church furniture is imported from England.

The mission among the Oneida Indians at Duck Creek, a few miles from Green Bay, is an object of much interest. The mission was firmly established, in the State of New York (after several ineffectual efforts in the last century) in the year 1801, under the auspices of Bishop Moore. This success was due to the earnest exertions of the celebrated Mohawk, Joseph Brant, who addressed

to the Bishops—first of the English, and afterwards of the American Church—the most urgent applications for a spiritual provision for his people. The mission received the anxious care of Bishop Hobart; and was finally removed, with the greater part of the Oneida Tribe, to its present position in Wisconsin, which it has occupied more than twenty years. Among an Indian population of some five hundred, of all ages, there are one hundred and fifty-five who regularly receive the Holy Communion. Under the care of the Rev. Solomon Davis, who entirely devoted himself to this mission, the tribe have not only been preserved through many dangers, and against the hostile designs formed by avaricious and intriguing white men, but they have even flourished, in no small degree, in their temporal as well as in their spiritual affairs. The failure of Mr. Davis's health, after many years of great exposure and frequent suffering in this service, has obliged him to give up the active duty of the mission, which is now performed by the Rev. F. R. Haff.

The continual immigration of multitudes, both of Americans and Europeans, among whom are many that have been brought up under the discipline of the Church; and the astonishing growth of the resources of the State, and of her means of communication, both internal and external; give to the Diocese of Wisconsin a peculiar importance which justly arouses the solicitude and the hopes of Churchmen.

Trades, Wages, and their relative value.

With respect to trades, it is obvious that the older States offer scope for a greater variety of occupations than the new ones ; but for all belonging to the Mechanic arts, or which in any way are recommended by utility, there is certainly plenty of employment, and in most cases, as well paid as in other parts of the Union. Indeed, those trades which are considered inferior in the old country, are here in Wisconsin held in the greatest estimation. The following trades are all good and certain of meeting with employment:—Bricklayers, Masons, Carpenters, Painters, Plasterers, Blacksmiths, Whitesmiths. Coachsmiths, Locksmiths, Tin Plate and Sheet Iron workers, Tailors Shoemakers, Coopers, Wheelrights, and mechanics generally. These are all decidedly good trades, the general average of wages may be taken at from \$10 to \$12 per week—or £2 to £2 8s. sterling. It is in the seaboard cities of the southern States, as Charleston, Mobile, Savannah and New Orleans, or some of the interior places, as Natchez, Vicksburgh, and others up the great Mississippi river, where the laborer is accustomed to receive the high rate of remuneration for his services so often alluded to by many writers, and which is so often taken by this class of persons as the standard for their general pay, an error which in fact it takes them but a very short time to discover. The climate is bad, and a laborer, exposed as he is so much to its vicissitudes, cannot long continue in active employment—with the greatest care his health soon becomes impaired, and he is obliged almost invariably to return to the eastern or north-western parts of the States to recruit it. Little is therefore gained in the end. Moderate wages in the Western States, and steady employment, which, in most cases, can be procured, at least for the greater part of the year, are always to be preferred.

There is another matter which must not be overlooked by the mechanic or laborer intending to emigrate to the State of Wisconsin; whatever may be the extent of his family, and whether girls or boys, they will not be found such a burthen to them as they would at home. It is the custom here to send children out to employment as early as nine or ten years of age, and desirable situations, with fair remuneration, may readily be obtained for them. Therefore, instead of being an incumbrance to them they are rather likely to be a benefit. There does exist a prejudice in favor of "Old Country" children, especially females. Girls from the age of eleven and twelve are sought after as day-helpers, either to nurse children or attend about house, getting from half a dollar to six shillings per week, and board, while the adult female help or servants get from four to six dollars per month and board.

These, therefore, are the prospects the Mechanic has before him for the one portion of his family, and as for the other portion—boys, even at the early age of ten years, are fully able to provide for themselves, and thereby assist their parents; in short, are able to gain their livelihood, and it is customary for them to do so. A boy of eleven or twelve years will get two dollars a week; if from fourteen to sixteen years, whether as an errand boy or assistant in general trades, three dollars; the general consideration being to give sufficient for support. This is in fact the amount considered requisite for their boarding and other expenses.

In the settlement of them to trades the mechanic finds none of the difficulties so common in his own country to contend with, from the fact that it is not necessary to provide premiums for them before they will be taken as apprentices, for none are here required. The boy is in himself considered a premium, because from the very

commencement of his servitude he is put to ready and profitable use; nothing is suffered to interfere so as to retard his advancement, nor yet any jealousy; no dread that he will learn his trade too quick or too well. No, he is set to work right away, and as at first his remuneration does not exceed that which he would obtain in any other capacity, he must be, and indeed is, a decided advantage to his employer.

The out-door plan of apprenticeship is the most general; the term of servitude, except in particular cases, is five years, and often, when the boy is rather old, for three years only.

The salary, that is to out-door apprentice, in most trades commences at three dollars a week, for the first year, with an advance of half a dollar for the two succeeding years and one dollar each for the two last, making the amount five and six dollars for the most important and most expensive part of his time.

The in-door apprentice is provided with boarding, lodging and washing, with a salary of generally thirty dollars for the first year, forty the second, and sixty the third, and so on in ratio. Thus a provision for his apparel is effectually secured to him; and I may say, without fear of contradiction, this invariable custom is the true cause why American youth are constantly met with so well dressed and why they are always so strongly disposed to be so.

It is very plain, therefore, that in the important affair of placing his children to trades the mechanic in the States, but more especially in the Western States, has opportunities and advantages immeasurably above those which he possesses in his own country.

This is no light matter to take into consideration, and should not be without its weight whilst forming an opinion

of his prospects; indeed it is an important and satisfactory consideration for the comparatively needy man to reflect upon, on his landing in the United States, that he is pretty sure of meeting with trades for his family, and sure of doing so without any expense to himself, and also obtaining a fair and satisfactory remuneration for their labor when their apprenticeships expire; so that from the moment they are put to trades they may be said to be off his hands entirely and wholly independent of him.

Of the inestimable privilege possessed by the mechanic in the free Public Schools, I have already spoken, and having thus laid before the working man some data to guide him to this Western Country for the labors of himself and family and its most probable reward.

Climate and its Effects on Health.

The constitution of man is capable, with a proper degree of caution, of adapting itself to any climate, and the natives of no country possess this faculty in a higher degree than those of Great Britain. The sudden atmospheric changes for which their own country is so remarkable, and to which they have been from birth inured, render them less subject to attack, from that cause, than the natives of less changeable climates. The variations they meet with on the voyage, sufficient to make, for a time, even a settled extreme desirable, assist in qualifying them more effectually to withstand the intensities of heat and cold they have to encounter, and together with their originally vigorous constitutions enable them to meet both as well, to say the least, as the most robust of the natives. When sickness therefore occurs upon, or shortly after arrival in the States, it is probably much more often the result of indiscretion than of mere change of cli-

mate. Still with all allowances, it must in candor be stated, that much more care is requisite to ensure permanent good health in the United States, than in England or Ireland.

It is nevertheless also true that the western climate of America, as far as I have experienced it, and I have now passed three years in this city, is much more delightful to the sight and feeling than the climate of England; but whether it be as favorable to health and longevity, may be doubted, although there are other circumstances, and particularly that of the diet and mode of life among the Americans, which may sufficiently account for their inferior health, without regarding the agency of the climate as in any degree contributing to its deterioration; but the brightness of the American winters in the west, with a brilliant and glowing sun beaming from a cloudless sky, while the surface of the earth is covered with snow, and the gay and lively equipage of the sleigh, with the warm Buffalo skin of the closely wrapped party and the jingling bells of the delighted horses, as they glide along the streets and roads, makes the season far more cheerful than a winter ever is in England. The Spring is shorter, for Summer seems to burst at once upon us, and when it comes, the full and gorgeous foliage of the woods, and the exuberant luxuriance of the fields, give an idea of abundance and fertility which is delightful. The Fall, however, is the most delightful season, and the very finest days of an English September or October, are inferior in the richness and glow of their mellow atmosphere to the weather of these two months in the "Far West" of America, while the sun-sets in the State of Wisconsin, surpass even those of Italy and Greece. In speaking of the present advantages and future greatness of this State, which in truth is the Garden of the West, it is proper

we should discriminate so as not to deceive those who have not the means of judging for themselves.

Mr. L. A. Lapham, in his work on Wisconsin, thus describes the climate of Wisconsin, and the general health. He says: "Our winters, usually long and severe, are occasionally mild and almost entirely without snow.—The ground is frozen to a great depth, and the rivers and lakes are bridged over with solid ice. But usually snow falls in December and continues until March. The "January thaw" often carries off the snow, and occasionally dissolves the ice in the rivers. The Great Lakes have a very sensible effect upon our climate, by equalizing the temperature—making the summer less hot and the winters less cold than they otherwise would be.—Hence the difference between the mean temperature of winter and summer at Fort Snelling, on the Mississippi river, is about six and a half degrees more than at Fort Howard, at the southern extremity of Green Bay; and at this place the influence of the Lakes is but partially felt. At Prairie du Chien (Fort Crawford) this difference is ten degrees more than at Milwaukee, on Lake Michigan, in the same latitude. About the same difference is observed when we compare the mean temperature of Winter and Spring of these places, the change from Winter to Spring being more sudden in the interior than on the Lakes. This fact is also inferred from the vegetation of Spring, for it has been ascertained by direct observation, that in the town of Lisbon, only fifteen miles from the Lake at Milwaukee, the early Spring flowers show themselves about ten days earlier than on the Lake. In the Spring, vegetation, in places remote from the Lakes, shoots up in a very short time, and flowers begin to show their petals, while on the Lake shore the cool air retards them and brings them more gradually into existence."

" Another effect of the Lakes is, as perhaps may be expected, to create a greater degree of humidity in the atmosphere, and hence a greater quantity of rain. This is also proved by comparing the observations at the two posts above referred to there being annually about eight and a half inches more at Green Bay than on the Mississippi. It is, however, remarkable, that these Lakes do not afford more fogs than are found to exist above them. At Milwaukee, on the shore of Lake Michigan, not more than three or four foggy days occur in a whole year. Fogs are often seen lying on the surface of the Lake itself and steamboats and other vessels navigating Lake Michigan often experience inconvenience from them, but they appear to be dissipated upon approaching land.

More than two hundred days in each year are fair, taking one year with another, and if we add such as are not quite " fair," but only partially cloudy, it will be seen that we have an atmosphere of great purity and clearness. This is also proved by direct observation, for it is remarked by strangers that, owing to the clearness of the air, objects can be seen at a greater distance than usual, or appear to be near at hand, when in fact they are at a considerable distance.

The same author then goes on to say: " The salubrity of the climate, the purity of the atmosphere, and of the water, which is usually obtained from copious living springs; the coolness and short duration of Summer, and dryness of the air during Winter all conspire to render Wisconsin one of the most healthy portions of the United States. The wet meadows, marshes and swamps, are constantly supplied with fine water from springs, and as they are not exposed during Summer to a burning heat, they do not send forth those noxious and deleterious qualities so much dreaded in more southern and less favored

latitudes. Many of our most flourishing towns and settlements are in the immediate vicinity of large swamps and partially overflown meadows, yet no injurious effects upon the general health are produced by them.

"It is believed that the facts here stated will be sufficient to satisfy the reader of the truth of the opinion expressed by our most intelligent physicians, that Wisconsin is, and will continue to be, one of the most healthy places in the world."

METEOROLOGICAL OBSERVATIONS, made at Milwaukee, Wisconsin, for the year 1850, by I. A. LAPHAM; Lat. 43 deg. 04 min.; Long. 87 deg. 57 min. Elevation above Lake Michigan, 15 feet,—above the Ocean, 593 feet.

MONTH.	BAROMETER.			THERMOMETER.			Rain & melted Snow.	Prevailing Winds.
	mr.	mr.	mean.	mr.	min.	mean		
January, -	29.88	28.70	29.46	42	-1	27.65	0.75	N. W.
February, -	29.98	28.53	29.43	53	-7	28.84	0.33	N. W.
March, - -	29.85	28.73	29.44	50	9	32.02	2.85	N. W.
April, - -	29.83	28.70	29.29	65	22	46.03	2.24	N. E.
May, - -	29.69	28.95	29.41	81	34	50.10	0.28	N. E.
June, - -	29.76	29.19	29.48	86	42	65.59	1.98	S. E.
July, - -	29.60	29.14	29.42	90	55	72.59	1.99	N. E.
August, - -	29.63	29.12	29.44	84	48	69.58	9.03	N. E.
September, -	29.80	29.18	29.46	79	41	59.70	1.73	N. W.
October, -	29.77	29.04	29.44	73	30	49.35	1.00	S. E.
November, -	29.92	28.88	29.43	64	23	41.95	2.80	W.
December, -	29.90	28.83	29.44	48	5	34.55	1.43	N. W.
Mean, - -			29.44			46.83	26.41	

The mean temperature varies but little from the general average for several years; but the thermometer has not been as low nor as high as usual. The same remark is applicable to the density of the air, as indicated by the barometer. Less than the usual quantity of rain has fallen and, as more than one-third was in one month, the remainder of the year has been unusually dry.

Ice left the Milwaukee river March 12th, and it was again closed Dec. 6.

METEOROLOGICAL OBSERVATIONS, made at SUMMIT, WAUKESHA COUNTY, WISCONSIN, for the year 1850, by EDWARD W. SPENCER.

MONTHS.	SUN RISE.	NOON.	SUN SET.	M MAX.	M MIN.	MEAN.	WEATHER.
January,	22,29	29,13	23,29	43	-8	25.80	
February,	19,21	32,43	25,97	48	10	26.87	
March,	25,03	36,00	32,16	58	6	31.06	F'r d's 162
April,	38,47	46,93	39,97	72	17	40.12	Cloudy 124
May,	41,20	63,51	53,03	83	28	52.58	Rainy 54
June,	53,63	76,90	67,33	88	42	67.62	Snowy 3
July,	64,32	80,53	71,55	91	50	72.13	Chang- able 32
August,	62,74	79,61	69,68	86	48	70.67	
Septemb'r,	51,57	65,03	59,80	75	34	58.50	
October,	40,80	54,81	50,39	71	22	48.66	
November,	32,93	42,77	39,77	64	12	38.49	
December,	15,52	23,25	21,32	42	3	20.03	
Mean,	38,95	52,58	46,69	81	10	46.08	

WIND—N. 12, S. 27, E. 34, W. 56, Changeable 56, N. E 18, S. E. 45, N. W. 38, S. W. 68, Calm 15.

MONTHLY MEAN TEMPERATURE AT BELLOIT, by Prof. S. Pearl Lathrop, of Beloit College, for 1850.

January, 25.33.	May, 54.35.	Sept. 59.72.
Feb. - 27.50.	June, 69.50.	Oct. 49.50.
March, 31.50.	July, 74.10.	Nov. 39.50.
April, - 40.50.	Aug. 71.00.	Dec. 24.00.

MADISON.

Madison is situated in Dane County, and is the County Seat and Capital of the State.

The situation of Madison is between the Third and Fourth of the Four Lakes, near the centre of a broad valley, surrounded by high lands, presenting to the traveller one of the the most picturesque views in this part of Wisconsin. Public buildings have been erected here for which a large appropriation was made by Congress.

The University of Wisconsin is located here. The site of which is located on an eminence one mile west of the Capitol, heretofore known as "College Hill." The

site comprises about fifty acres, bounded north, by Fourth Lake, east, by a street to be opened at right angles with King street, south, by Mineral Point Road, and west, by a Carriage Way from said road to the Lake. At a meeting of the Regents, held in November, 1849, the Chancellor and Messrs. Mills and Dean, were appointed a Building Committee, whose duties should be to protect and lay out the grounds—to superintend such erections and improvements as should be ordered, from time to time, and to make reports of their doings to the Board. They were also specially directed to report to the Board, at their Annual Meeting, January 15th, 1850, a plan and estimates for University edifices, and other improvements of the University Site. The committee, after due deliberation, fixed upon the following plan, which they reported to the Board at the January meeting—namely:

1. A main edifice fronting towards the capitol, three stories high, surmounted by an observatory for astronomical observations; said building to be one hundred and forty feet in length, with an extreme depth of sixty feet, containing thirteen public rooms for recitation, lecture, library, cabinet, &c., and also two dwelling houses for officers of the Institution.

2. An avenue, two hundred and forty feet wide, extending from the main edifice to the east line of the grounds and bordered by double rows of trees.

3. Four dormitory buildings, two on each side of the above mentioned avenue, lower down the hill, on a line fronting towards the town, each building to be four stories high, 110 feet in length and 40 feet in breadth, containing 32 studies for the use of the students, each study having two bed-rooms and a wood-room attached. Assigning 2 students to each room or study, the plan when completed, will accommodate 256.

4. Two carriage ways, 50 feet wide, bordered with trees, one flanking each of the extreme dormitory buildings, and both parallel to the wide avenue.

5. The spaces between the north carriage way and Lake, and between the south carriage way and Mineral Point road, to be divided into Professor's lots, and to be improved as the Board may hereafter direct.

In providing the necessary drawings, estimates and specifications for the use of the Board, the committee were so fortunate as to be able to avail themselves of the services of J. F. Rague, Esq., an accomplished architect in the city of Milwaukee.

The whole plan, as described above, and as represented by the drawings of Mr. Rague, according to the estimates of the architect, will cost \$70,000; nearly.

The plan as reported was unanimously adopted by the Board of Regents, subject to the approval of the legislature, according to the proviso in the 12th section of the charter of the University.

The Board at this meeting, authorized the Building Committee to proceed to the erection of one of the edifices. Messrs. Varney and Parker, the contractors, proposed to complete the building of stone, according to the specifications, at the aggregate cost of \$17,800.

Under the supervision of the committee, the work has steadily advanced towards its completion. The walls were up and under roof, early in October; the floors have been laid, and the residue of the joiner work will be completed within the time specified in the contract.

The fourth story of the edifice is for the most part distributed into public rooms for recitation, lecture, library, cabinet, &c., and will be thus occupied until the erection of the central building. The first, second and third stories are divided into 24 rooms, for study, with bed-

rooms and closets annexed to each study, intended for the residence of students, a use to which, also, the fourth is separately destined.

The building will accordingly be ready for occupation on or before the first day of June next.

Having thus briefly given the Emigrant some reliable information respecting the climate and general health of Wisconsin, I shall proceed to give a sketch of Milwaukee, the Queen City of the Lakes, and other ports situated thereon.

MILWAUKEE IN 1850.

The City of Milwaukee is advantageously located upon the Milwaukee and Menominee Rivers, or entrance into the Milwaukee Bay of Lake Michigan; ninety miles north from Chicago, Illinois, one hundred and fourteen miles from Green Bay, and about eighty miles east from Madison. The soil is of a sandy and clay character, constituting an excellent material for the carriage way of the streets, whilst the brick manufactured from the peculiar clay found in great abundance in the neighborhood make excellent side walks, and the best building material in the West.

Milwaukee is of very recent origin. The city being incorporated in January, 1846, and consequently only five years old. The settlement only commenced here in 1834, and previous to 1818, not a white man lived on the site or within a hundred miles of this now rapidly thriving city.

On the 14th day of September, 1818, Mr. Solomon Juneau and his father-in-law, Jacques Vieau, two French Canadian Traders, entered the Milwaukee River in a Mackinaw Bateau, and established a Trading Post at this point.

It had previously been visited by several traders, but this was the first actual settlement made here.

Mr. Juneau was not only the first white settler in Milwaukee, but the first white resident in Wisconsin with the exception of the settlers at Green Bay and Prairie du Chien.

Mr. Juneau built several log cabins for the accommodation of his family and the convenience of his business, and in May, 1834, put up the first frame building erected in Milwaukee.

In 1835, the log house which Mr. Solom Juneau lived in was situated near the corner of East Water and Wisconsin Streets, in front of where the Store of Ludington & Co., now is. The only other buildings there were five other log houses belonging to citizens now residing in Milwaukee, namely—one on the Point, one near the mouth of the river, on the south side, two near where the canal terminates, and one on the Bluff, south of Chestnut street, north and west of where the 'Eagle Brewery' now stands, and a balloon building, 12 by 12, used for a Post Office, at which the mail arrived once a week, on horseback; a school-room, where Mr. Juneau's children were taught the rudiments of language, and a Justices' Office, which occupied a small space of the ground now covered by Martin's splendid Brick Block. These log dwellings, occupied by the owners, were filled to overflowing with the few adventurers from the 'settlements' who had come to the "Far West" in search of a new home. Mr. Juneau carried on a considerable trade with the Indians, supplying them with provisions, blankets, and trinkets, in exchange for their furs, peltries, and sugar. He often trusted them to a considerable amount after the hunting and trapping season was over and before the next annual return.

There were some two hundred Indians, principally of the Pottowattomie tribe, tented in Wigwams, erected at short distances apart, extending from where the United States Hotel now stands to the spot where the German Catholic Church presents its noble front. These natives of the soil were generally civil and inoffensive, and no serious disturbances occurred between them and the "Whites" until a year afterwards, when one of their number was killed in a drunken frolic by two white men with black hearts, who, though arrested and committed for the offence, succeeded in making their escape from the "Old Log Jail" which stood in the rear of the present Court House. After the escape of the prisoners, whom the Indians had been taught to believe would be hanged for the offence, and that no innocent person ought to be killed by them to avenge the death of their murdered brother, they became enraged and their threats alarmed the white settlement which then numbered about two hundred souls, lest some one of their own number should fall by the rifle or tomahawk of a "red skin," a victim to the savage's law; but through Mr. Juneau, a negotiation was opened between the parties, which resulted in the purchase of peace with a quantity of provisions and blankets.

The only trade of Milwaukee was that carried on by Mr. Juneau with the Indians. Men had squatted upon or made what was called "Jack-knife Claim" to all the lands now embraced within the limits of the city and town, and beyond, and some speculations in claims were made. Some of the land on the east side of the river was being surveyed and staked off into village lots by Mr. Juneau, who claimed the right of pre-emption thereto, and speculators became eager to buy, and the fever of speculation, which reached its height in the Fall and Winter of '30, began

to rage, and lots, if they could have been purchased, would have commanded a higher price than the same lots were sold for as late as '42: in some instances squatters sold their claims, in the vicinity of Milwaukee, for more than the same land, now pierced by plank roads and Rail Road, and under a high state of cultivation, brings. At that time there was no other track into the country than those made under the moccasin of the Indian, and by the hoofs of his pony—there was no vessel floating upon the waters of the Milwaukee than the light canoe of the native of the forest—there was no other highway leading to that site than the deep waters of Michigan Lake, which were traversed only occasionally by a few schooners and one or two steamboats from the "Lower Lakes." At that time, the few who were then residing in Milwaukee used to assemble in the evening at the "Post Office," smoked their pipes, told stories, cracked jokes, and speculated upon the future prospects of the place; and through the day hunted, fished, or penetrated a few miles into the "woods" to examine the country or make claims, "*blazing*" a clump of trees with a jack knife, or by laying three logs crosswise; or when one was "homesick," or had the "blues," he would steal away towards the Lake shore, and under the shade of some one of the beautiful trees then growing and flourishing upon the bluffs, sit for hours, stretching his anxious gaze off upon the broad bosom of the lake, to catch the unfrequent sight of a single sail, and now to relieve his aching eyes, would watch the ponies of the Indians, grazing and gamboling upon the unbroken meadows below. Occasionally a stranger rode into "post," on his jaded, half-starved horse covered with mud, and the people would gather around him, and for hours would engage in asking him questions concerning the people living in "the settlements."

The first vessel launched at Milwaukee was the schooner *Solomon Juneau*, in the summer of 1836. The first newspaper issued here was the *Milwaukee Advertiser*, in July, 1836. The stage coach between Milwaukee and Chicago, commenced running once a week, in March, 1836; it was a two horse coach, and carried a weekly mail. In 1835 a Post Office was established in Milwaukee, and Solomon Juneau appointed Post Master.

Milwaukee was incorporated as a city, by act of the Territorial Legislature, in January, 1846, and the first city election was held in April of that year, when Solomon Juneau was elected Mayor. The city is divided into five wards, each of which elects three Aldermen, three Assessors, and one Street Commissioner annually, and one Justice of the Peace every two years; from among the five Justices thus chosen, the Common Council selects the Police Justice. The city likewise elects a Mayor, Marshal, Treasurer and Attorney, at the same time and place of choosing Aldermen, viz: on the first Tuesday of April in each year.

The following table of census returns will show the rapid rate of increase in the population since 1834, when Mr. Juneau was the only white settler within the limits of what is now the city of Milwaukee.

1838, -	700	1846, -	9,866	1849, -	18,000
1840, -	1,700	1847, -	14,061	1850, -	21,000
1842, -	2,700				

Equally rapid has been the augmentation in the exports of produce, &c. It was in 1845 that the first shipment of wheat and flour, to any extent, were made from Milwaukee. The following table shows how this business grows:

EXPORTS FROM MILWAUKEE,

		Bbl. Wheat.	Bbls. Flour.
1845,	-	95,510	7,530
1846,	-	213,448	15,758

1847,	-	-	536,011	58,840
1848,	-	-	602,474	92,732
1849,	-	-	1,136,433	136,657
1850,	-	-	297,578	100,017

The following tables will show the extent of commerce of Milwaukee, for the year 1849:

IMPORTS FOR 1849.

Tons Merchandise,	\$0,587	Bbls. Apples,	1,398
Bbls. bulk,	50,902	" Pork,	270
Bbls Salt,	25,495	" Fish,	325
" Whiskey,	3,182	Tons building stone,	500
Tons Coal,	2,097		

EXPORTS FOR 1849.

Wheat, bu.,	1,136,432	Bush. Barley,	15,000
Flour, bbls.,	136,657	" Corn,	2,500
Pigs Lead,	21,201	Bales Broom Corn,	127
Hides,	7,930	" Wool,	217
Tons Ashes,	159	Bbls. Beef,	914
Tons Saleratus,	72	" Pork,	650
" Pig Iron,	56	Brick,	300,000
Pigs Copper,	55	Tubs and Pails,	15,000
Tons Merchandise,	498	Window Sash,	26,000
Bush. Oats,	4,000		

A comparison of the leading articles of export for the last five years will show how rapidly the commerce of Milwaukee is increasing.

The following will show the Manufactures of the City of Milwaukee, for the year 1849:

Woolen Goods,	\$40,000	Feasting mills and threshing machines,	25,000
Edge Tools,	30,000	Paper,	46,000
Foundries,	195,000	Copper and Iron Smithing,	27,550
Carrriages and Wagons,	115,500	Earthenware,	7,500
Sash, Blinds, & doors,	49,700	Brass Machinery & turnings,	10,000
Leather,	120,000	Tobacco & Segars,	15,500
Wooden ware and Turnings,	47,750	Malt Liquors,	71,000
Lumber,	20,000	Bread & Crackers,	27,700
Cabinet Ware,	127,700	Gun and Lock Smithing,	5,500
Boots and Shoes,	95,000	Book binding,	6,000
Tin, Sheet Iron and Copper Ware,	114,600	Cooper's Ware,	8,500
Saddles and Harness,	44,000	Bricks—10,000,000,	40,000
Soap and Candles,	27,000	Shingles,	25,500
Burr Mill-stones,	35,000	Miscellaneous—such as Jewellers, Golders, Weavers,	
Steam Boilers,	20,350	Clothing,	28,000
Sails and Rigging,	17,500	Pump makers, Dyers, Tool manufacturers, &c.,	107,000
Flows,	4,500		
Saleratus & Pot Ashes,	15,000		
Lumber planed and matched by machinery,	24,900	Total,	\$1,714,200

In addition to the above there are five flouring mills propelled by water power, and one by steam, containing seventeen run of stone, each run capable of turning out 80 to 100 barrels flour per day, and consuming in all 7000 bushels daily.

Vessels owned in Milwaukee.

There are 39 sail vessels owned in and sailing out of this port, of which the total tonnage is 5,542; also stock in Steamboats and Propellers of 3000 tons, making the total tonnage owned in the port, 8,542.

Sixteen sail vessels are engaged exclusively in the Lumber trade, and the remainder in freighting produce and merchandize.

The following table shows the number of boats arrived at this port for the season of 1848:

Steamboats,	-	498	Propellers,	-	248
Barques and Brigs,	119		Schooners,		511
Total,	-	-	-	-	1376.

The following tables show the extent of business done at the Port of Milwaukee, during the season of navigation, 1850:

IMPORTS.

	1849.	1850.
Tons Merchandise,	30,587	27,681
Bbls. bulk,	50,909	90,643
Whekey, barrels,	8,182	10,680
Green Apples, do	1,398	15,110
Salt, do	25,496	11,648
Pork, do	270	2,310
Cider, do		1,084
Fish, do	335	985
Oysters, do		1,300
Water Lime, do		668
Dried Apples, do		700
Coal, tons,	2,097	900
Building Stone, tons,	500	875
Butter and Cheese, lbs.		448,000
Live Hogs, No.		1,500

Lard and Hams, lbs.	230,000
Salt, sacks,	20,000
Grindstones, tons,	700
Reaping Machines—McCormick & Co's., &c.	200
Potatoes, bags,	2,000
Corn, bushels,	5,442
Oats, do	10,472
Hops, bales,	250

RAILROAD MATERIALS.

Locomotives and Tenders,	-	-	-	9
T Rails, tons,	-	-	-	8,541
Kegs Spikes,	-	-	-	1,474
Car Wheels, pairs,	-	-	-	120

EXPORTS.

	1849.	1850.
Barrels Flour,	136,657	100,017
Bushels Wheat,	1,136,432	297,578
do Barley,	15,000	16,270
do Oats,	4,000	2,100
do Corn,	2,600	5,000
do Flax Seed,		1,013
Tons Ashes,	159	276
do Saleratus,	72	129
do Pig Iron,	55	29
do Merchandize,	498	811
Shot, lbs.,		150,000
Lead, lbs.,	2,184,070	1,050,000
Copper, lbs.,	110,000	50,000
Broom Corn, bales,	127	2,075
Rags, do		313
Wooden Ware, pieces,	15,000	27,000
Brick,	200,000	750,000
Salt, bbls.,		2,300
Hides, No.	9,930	12,552
Wool, bbls.	65,100	126,693
Beef, bla.	213	1,426
Fish,		438
Pork,	650	478
Whiskey,		450
Grass Seed, bbls.,		42
Flax, bales,		26
Beer, bbls.		1,700
Mill Feed, bags,		27,000
Linseed Oil,		75
Deer hair, bales,		10
Barrels bulk,		2,959

The following statement will show the Lumber and Shingles received and manufactured at the several yards in Milwaukee, in the years 1849 and 1850:

		Lumber. (ft.)	Shingles.
1850,	- - -	30,160,337	17,004,000
1849,	- - -	25,087,203	11,613,400
Excess in 1850,	- - -	4,173,134	5,390,600

In comparing the transactions of 1850 with 1849, it will be seen that the imports of 1850 far exceed those of 1849; the exports, with the exception of brick, hides and wool, are somewhat less. It will be seen that the excess of imports of lumber, over those of 1849, are very considerable, owing to the natural increase in the demand of such a rapidly growing country.

The following table will show the number of Passengers landed at the port of Milwaukee from the opening of navigation 1850 to November 7th of the same year showing the number of trips made by Reed's boats and others; the number of Cabin passengers, as well as the total number of cabin and steerage landed here, aggregate for the season, - - - - - 30,518.

Boats.	No. trips.	Cab. Pas.	Total landed.
Sultana	15	840	3180
Keystone State,	15	1100	3863
Niagara,	13	1137	3843
Empire State,	14	1065	3628
Louisiana,	14	778	2787
Hudson,	14	061	2344
St. Louis,	8	425	1595
Baltic,	7	480	1586
Albany,	7	261	968
A. D. Patchin,	11	640	2048
Empire,	7	461	1567
Globe,	10	433	1868
G. P. Griffith,	2	83	401
Queen City,	1	67	212
America,	1	41	243
Princeton,	1	00	585
		8472	30,518

Add number of Passengers landed from
Nov. 7th to 27th, by same lines, - - - 825

Total, - - - - - 31,343

In addition to Reed's line of boats, the following is a summary of passengers landed at this port by the various steamers of Ward's line. Of these the Pacific, Sam Ward, Canada and Morton have been running between this city and New Buffalo. The Pacific for the whole, and the rest for a portion only of the season. The Detroit's route has been between Grand Haven, Milwaukee and Chicago. The Champion has run faithfully as a daily boat from this city to Sheboygan, including her trips three times a week to Manitowoc.

<i>Steamers.</i>	<i>No. Pass.</i>	<i>Steamers.</i>	<i>No. Pass.</i>
Sam Ward,	2711	Champion,	2758
Detroit,	3012	Canada,	2425
Pacific,	6222	J. D. Morton,	1515
			18642
Propellers,	- - - - -		4788

29431

Add No. passengers by Reed's line, - 31343

Showing aggregate no. of Passengers landed by
steamboats during the season of navigation 1850.
to be - - - - - 54,774

School Census of Milwaukee City.

The following number of children between the ages of 4 and 20, residing in Milwaukee, was ascertained under the direction of the Board of School Commissioners, were receiving education in the several wards in this city, on 31st day of August last.

<i>Wards.</i>	<i>Males.</i>	<i>Females.</i>	<i>Total.</i>
First,	715	980	1695
Second,	705	760	1455
Third,	650	608	1258

Fourth,	365	410	775
Fifth,	410	450	860
Total, - - - - -			<u>6041</u>

It may not be uninteresting to the reader to compare this result with a similar census taken under the same direction, just one year ago, to wit, on the 31st Aug. 1849.

<i>Wards.</i>	1849.	1850.	<i>Increase.</i>
First,	1375	1695	320
Second,	1325	1455	130
Third,	930	1256	326
Fourth,	605	775	170
Fifth,	705	860	155
Total,	<u>4940</u>	<u>6041</u>	<u>1101</u>

The increase, it will be seen, in *one year*, has been over *eleven hundred*. It is therefore a fair inference, from this fact, that the aggregate population of the city within the same period, has increased at least Three Thousand.

THE MILWAUKEE AND MISSISSIPPI RAIL ROAD.

The Milwaukee and Mississippi Rail Road Company was duly organized by the election of its first Board of Directors, on the 10th day of May, 1849, in accordance with the act of incorporation, passed February 11, 1847. The authorized capital of the Company is Three Million Dollars—of which there has been subscribed by the citizens of Wisconsin and the City of Milwaukee, over one million of dollars.

The provisions of the Charter are such as are deemed extremely favorable, and offer every inducement for parties suitably situated to engage in it, not only as a meas-

ure conducive to the public welfare, but also as a means of permanent, safe and lucrative investment. By its terms the charter is perpetual; and the dividends are unrestricted in amount by any law, other than the laws of trade and the discretion of the Company. The Company is expressly authorized "to regulate tolls, to make such covenants, contracts and agreements, with any person, corporation, or body politic, whatsoever, as the execution and management of the works, and the convenience and interests of the Company may require."

It therefore cannot be doubted that the productiveness of the road, when completed, will be such as will satisfy all parties, when it is considered that the country traversed by the line of this road is both populous, fertile and productive.

The length of the road will be about two hundred miles; connecting the trade of the interior of Wisconsin and the commerce of the Mississippi River, embracing the business of a large part of Iowa and Minnesota, with the great chain of Northern Lakes, and the Eastern seaboard.

The present plan of the Board of Directors, for the execution of this great work, is to divide it into *four principal divisions*, in the hope of being able to complete one of those divisions in each year, and thus complete the whole in four years.

The extent and position of these several divisions will be seen by reference to the maps of the State of Wisconsin. Their several termini are as follows:

The first division extends from Milwaukee, on the western shore of Lake Michigan, to Whitewater, a village of some note in the valley of Rock river, and on a branch of that stream, the distance being about fifty miles, or a quarter of the length of the road. The second division

tends to Madison, the seat of government of the State, situated on the banks, and between two of the lakes, in the cluster known as the "Four Lakes," and is also about fifty miles in length, making the distance from Milwaukee to Madison one hundred miles, or half the whole distance to the Mississippi.

The third division extends on to the Wisconsin river, fifty miles further, commanding the rich lumber and mineral trade of that river, and such commerce as must flow to and through it, in connection with the Fox and Wisconsin River Improvement, which is now in a forward state of progress. The fourth division, or remainder of the line, of about fifty miles in extent, reaches the Mississippi river at such point as may hereafter be determined upon, consulting mutually the public and permanent business interests of the country, and the pecuniary interests of the company, who, by their charter, are authorized to determine this point in such manner as may be found most expedient and proper.

As regards the general and striking characteristics of the road line proper, they may be thus summed up. The gradients are light, even for Western roads, and extremely so when compared with the generality of Eastern roads. The ruling grades ascending westward from the lake, and towards the interior, are twenty-five feet to the mile, and but few grades reach this maximum.

The ruling grades ascending eastward towards the lake and from the interior, are six or seven feet to the mile, except in one or two instances where it rises to twelve and and fourteen feet to the mile.

The tonnage from the country towards the lake, consisting of mineral and agricultural productions, will be far greater than that going into the country from the lake, which will, in a great measure, consist of merchan-

dize, and the difference, it is supposed, will be very nearly in the ratio of the difference of the grades to be overcome, thereby equalizing the power requisite to the transaction of business on the road in both directions.

It has been shown, from sufficient data, that the *first division* of the Rail Road, extending into the heart of such a fertile country, will transact a sufficient amount of business, and at sufficiently remunerative rates to make it a good paying stock, even if it should never be extended any further. But if this first division should prove on completion to be only moderately profitable, it would nevertheless progress onward, and it would be as impossible to arrest its progress at that first or intermediate stage, as it would to arrest the downward descent of the waters of the Mississippi after having arrived, in the majesty of its power, at the head of the Rock Island Rapids. The actual necessities of the country now demand the road, the further its progress the stronger and more imperative will be that demand, until it shall meet the Father of Waters and the vast tide of commerce which a thousand miles of its coast will through this channel pour into the Eastern markets.

A report made to the Board of Trade at Milwaukee, in 1849, by a committee appointed to collect the facts, showed that in the year 1848 there was exported from Milwaukee, of the single item of wheat, (embracing flour,) an amount exceeding two millions of bushels; and should the increase in future be anything like the ratio in former years, it would give an actual increase for exportation of more than a million of bushels per annum, until the maximum production of the country shall be attained.

At least one half of this product is in that part of the country which will be directly tributary to the Milwau-

kee and Mississippi Railroad, and would be transported on it were it completed. The increased production of wheat, and all other results of agriculture, will be greatly accelerated by extending to them the facilities which will be afforded by this road; and to the extent of all such increase will swell its annual revenues.

It is estimated that from the production of wheat alone in the Rock River valley, a tonnage will be derived equal to an average of two millions of bushels per annum for the next ten years: the cost of the transportation of which to the farmers, from Whitewater and that vicinity to the Lakes, as the business is now transacted, is equal to an average of from fifteen to twenty cents per bushel; and all other articles of produce in like proportion. This transportation can be made by Railroad from the same point for seven cents per bushel, and at that price command all the business, and also afford all necessary encouragement for an increase of the productions of the country. The actual cost of this transportation, over low grades and straight lines, will not exceed over one cent per bushel; leaving a profit of six cents per bushel to the Company, or \$60,000 on one million bushels of wheat, which would be ten per cent. on the cost of this division of the road. Or if two million bushels be transported, as within a few years no doubt there will be, the nett profit from this source alone would, at the rate supposed, be \$120,000; or twenty per cent. per annum on the cost of this division of the road, from this item alone. Sufficient information has been obtained from the most reliable data, that the tract of country which would be tributary to the road, at the village of Whitewater, *does now* actually send more than 1,200,000 bushels of wheat to the Lake markets annually, and no doubt but the advantages of the road itself will materially increase this quantity.

The same amount of team labor now employed by the farmers will, instead of being on the road to market, by being employed on their farms at the proper season, produce double the present crop of the country, and thereby double the business of the road over what it is now at the present time, and it will also double the amount of the farmer's profits, producing a higher general prosperity of the community, and a consequent enhancement of the value of real estate in all that part of the country falling within the range of its influence.

At Whitewater, the road approaches to within a convenient distance of the lead mine country on Sugar River, and will command a large part of the business of the lead mines, both in the exportation of lead and the importation of merchandize for that whole region, which will be a large amount annually.

The importing business cannot be so well ascertained as the exporting. On the completion of this road, a new trade of unknown amount will be diverted (especially in the fall season of the year) from its present course on the lower Mississippi, into this channel. The present importations through Milwaukee to the interior, are very large, and with this new business added, it is probable that the receipts from imports will be equal to those from exports. On reaching Madison, the seat of government of the State, by means of this second division, no doubt but the passenger traffic will be greatly increased, and become an important source of income. As regards the third division of the road, which extends on to the Wisconsin River, fifty miles further, a still greater income may be expected to be realized; as by it the general commerce of the Wisconsin River, and especially its lumber trade, may be added to the ordinary business growing out of the agricultural and mineral productions of the country

along the road, or immediately tributary to it. This stream, for a distance of some two hundred miles above Fort Winnebago, constitutes the great pine region of central Wisconsin, and is occupied for lumbering purposes in all that distance, having numerous mills situated upon it and upon its tributaries, from which immense quantities of lumber are furnished to supply the demand of the prairie country along the lower sections of the Wisconsin River; and on the Mississippi River, as far down as St. Louis. By means of this Railroad, a large amount of this lumber will be distributed over the prairie country, towards and in the valley of Rock River, and westerly, over a large part of the lead mine region; and the whole importing business of this lumber region will be transacted by this route.

The course of the fourth division lies across and thro' the heart of the lead mines, where more of this mineral is now raised and prepared for market, than in any other part of North America, and the production of which will be considerably increased by the increased facilities thus afforded in reaching a market either East or South. The termination of this division being the western termination of the road at the Mississippi, will open the immense trade of that region to Milwaukee, and important as it now is, it will in a very short space of time, grow to an amount beyond the means of present computation. A whole volume might be written on a full discussion and examination of the resources and latent wealth of a great country, like the one penetrated by this Railroad—but the short space devoted to it will not permit of a larger sketch in this edition of the work.

Many highly wrought pictures have been drawn of the Rock River Valley in Wisconsin, by persons travelling through it; but most persons have but a faint idea of the real beauties and richness of the country.

The convenient allotment of *Prairie and Oak* openings, into which, in a state of nature, it was divided, furnished a country already prepared for the plough, and yet sufficiently provided with timber for all useful purposes.— The result of this is, that although comparatively a new country, yet it contains a dense population of thrifty farmers, who would compare with our farmers at home. Indeed, no person can fully comprehend the beauty and richness of that country, without actually seeing it.— Nature has done her share, both in the useful and ornamental departments, and it only remains for man to follow out the divine plan, to render it one of the most prosperous divisions of this hitherto prosperous country.

The Road once completed, traversing as it does, one of the finest and richest agricultural regions of the broad West, taking in its course the whole trade of the Wisconsin Valley—penetrating centrally the heart of the lead mines, and terminating at the Mississippi—in contact with the immense commerce of that great thoroughfare, it cannot be otherwise than one of the best paying roads in the whole country.

The citizens of Milwaukee may well feel proud of this noble undertaking—a monument to their enterprise, which will c'er long bring to them the wealth of the whole of Wisconsin, Iowa, Minnesota, and the large extent of country west of them.

When we come to look back fourteen years, Milwaukee was only just creeping into existence, and the ground which this city now stands on was covered with forest and marshes, and the Territory a wilderness of forest, broken only by the Prairies, whose solemn stillness struck the beholder with awe,—and now see a wealthy city, containing upwards of 21,000 inhabitants, with its locomotive transporting the traveller, through now a cultivat-

ed country, teeming with an industrious population, in one day over the breadth of the State, from Lake Michigan to the Mississippi River,—are events in human life shewing the progress and enterprise of the age we live in.

POST OFFICE.

The Post Office at Milwaukee contains 1119 private boxes, and 39 private drawers for the business and professional portion of the citizens, and gives constant employment (for 18 out of 24 hours) to five persons, including the Post Master, and notwithstanding the rapidly increasing business of the establishment, it is decidedly one of the most systematically and satisfactorily conducted Post Offices in the United States.

Arrival and departure of Mails.

The Southern and Eastern Mail arrives and departs daily—arrives at 3 P. M., and closes at 8 P. M.

The mail for the Southwestern part of the State, via Mukwonago, Troy and Janesville, arrives 8 P. M., departs 4 A. M., daily.

The Northwestern mail, via Waukesha, Delafield, Watertown and Madison, arrives 12 M. (night) departs 3 A. M., daily.

The Northern mail, via Ozaukee, Sheboygan, Manitowoc to Green Bay, three times a week, by land.

Mail via Oak Grove, Hustisford and Neosho, departs every Wednesday at 6 A. M., arrives Saturday 12 M.

Mail via Root Creek, Big Bend to Spring Prairie departs every Wednesday, 6 A. M., arrives Thursday, 2 P. M.

Mail to Madison, via Oconomowoc, Hartland and Butler, departs every Wednesday, 4 A. M., arrives 8 P. M. on Friday.

Mail to Geneva, via Muskego and Norway, departs 4 A. M. on Wednesday, arrives 8 P. M. Thursday.

Rates of Postage on Letters.

For a single letter not exceeding half an ounce in weight, (avoirdupois) sent not exceeding 300 miles 5 cents, sent over 300 miles, 10 cents.

A letter over half an ounce in weight, but not exceeding an ounce, is rated with two charges of single postage; over one ounce, but not exceeding two ounces, with four charges; over two ounces but not exceeding three ounces, six charges of single postage, there being two additional charges for each succeeding ounce, or the *fraction of an ounce*, beyond the first ounce. When advertised, two cents additional are charged on each letter, or four cents, if the advertising costs as much. For drop letters (not mailed) 2 cents each.

The postage on a single letter to Oregon or California, via Chagres and Panama, is 40 cents, to be prepaid or not, at the option of the sender.

Postage on letters from the United States to Great Britain or Ireland is 24 cents the single letter, which may be prepaid or sent unpaid, at the option of the sender.

For any pamphlet, magazine, periodical, or other matter of every kind that is transmittable by mail, and has no written communication on it, of one ounce or less, or for a newspaper exceeding 1,000 square inches of surface, sent from the office of publication, 2½ cents; for each additional ounce, or an excess greater than a half ounce, 1 cent.

For newspapers of 1,000 square inches or less, sent from the office of publication, not more than 100 miles or any distance within the same State, 1 cent; sent over such distance 1½ cents. Postage on each newspaper sent to Oregon or California, the postage is 4½ cents, to be pre-

paid, except when sent from the office of publication.—For handbills, or circular letters, printed or lithographed, not exceeding one sheet in size (sent any distance) *to be paid upon delivery at the office and before they are put in the mails*, 3 cents.

When the article to be mailed is a circular, pamphlet, or newspaper, it should be so enveloped or folded that it can be distinctly seen at the office to be such, and also that it contains no writing, marks, or signs to serve the purpose of written communications. If not done up so as to open at the end, it is to be charged as a letter by weight.

OFFICERS OF MILWAUKEE CITY, 1851.

D. A. J. UPHAM, <i>Mayor</i> .	T. O'BRIEN, <i>Marshal</i> .
JAMES B. CROSS, <i>Attorney</i> .	ALFRED JOHNSON, <i>Clerk</i> .
CHAS. GIESBERG, <i>Treasurer</i> .	C. WALWORTH, <i>Justice</i> .

PUBLIC OFFICES AND OFFICERS.

Post Office.—In Law Buildings, Wisconsin Street—open daily, except Sundays, from 7½ A. M. to 9 P. M.; Sundays, 8 to 9 A. M., 12 to 1 P. M., 5 to 6 P. M. JOHN H. TWERDY, *Postmaster*.

U. S. Receiver's Office.—Office 33 Spring Street. Open from 10 to 12 A. M., and from 2 to 4 P. M. CHAS. H. WILLIAMS, *Receiver*.

U. S. Register's Office.—Milwaukee Street, block 13; open from 10 to 12 A. M., and from 2 to 4 P. M. P. POTTER, *Register*.

Custom House.—195 East Water Street; open from 10 to 12 A. M., and from 2 to 4 P. M. ALLEN W. HATCH, *Collector*.

WM. BROWN, *Deputy*. Office foot of East Water-st.

Police Court.—In Kneeland's Block, on East Water Street.—CLINTON WALWORTH, *Police Justice*.

Sheriff's Office.—At the Court House, in the First Ward. JOHN WHITE, *Sheriff*. H. L. PAGE, *Under Sheriff*.

Register's Office.—On the Public Square, by the Court House, First Ward. MORITZ SCHOEFFLER, *Register*. J. B. ZANDER, *Deputy Register*.

Clerk of the Board of Supervisors.—Office on the Public Square, by the Court House, First Ward. CHAS. LOEWEN, *Clerk*.

Clerk of Court's Office.—On the Public Square, by the Court House, First Ward. H. K. WHITE, Clerk.

Judge of Probate's Office.—In Kneeland's Block, on East Water Street. H. N. WELLS, Judge.

Council Room.—Martin's Block, corner of Wisconsin and East Water Streets.

STATE OFFICERS, &c.

NELSON DRWEY, Governor.	S. PARK COON, Att'y General.
S. W. BEALL, Lieut. Governor.	A. G. MILLER, U. S. Dist. Judge.
WM. A. BARSTOW, Sec'y State.	L. H. COTTON, U. S. Marshal.
J. C. FAIRCHILD, Treasurer.	G. W. LAXIN, U. S. Dist. Att'y.

U. S. District Court.—Martin's Block, corner Wisconsin and East Water Street.

U. S. Marshal's Office.—Martin's Block, corner Wisconsin and East Water Street.

U. S. Senators.—I. P. WALKER, HENRY DODGE.

Members of the House of Representatives.—JAMES DUANE DOTY, CHARLES DUKES, BEN. C. EASTMAN.

HOTELS AND PUBLIC BUILDINGS.

American House.—Kept by P. Kane & Sons, owners, near West Water-st, at the terminus of the Watertown and Madison Plank Road. The front is built of wood and is 75 feet on Spring-st, running back on the alley 155 feet. The building on the alley was built the last season, and is brick three stories above the basemest, and contains 50 lodging rooms. This house contains in all 120 rooms, neatly finished and furnished throughout, being one of the largest Hotels in the city. The Dining room is on the main floor and is 90 feet long and 30 feet wide. The front of this house was finished and opened in the Spring of 1844.

United States Hotel.—Kept by Button & Sexton, is situated corner of East Water-st. and Washington Aven-

ue, is built of brick, and runs 180 ft. on East Water-st., and 100 on Washington Avenue, and is well finished and furnished throughout. The Dining hall is on the second floor and is 65 feet long and 45 feet wide.

City Hotel.—Kept by Pense & Fagan, corner Mason and East Water-sts., is built of brick, four stories high, and is 130 feet on Mason-st., and 70 feet on East Water street, and contains 100 rooms. The Dining hall is 35 feet wide and 70 feet long, and is sufficiently large to accommodate 200 persons.

Milwaukee House.—Kept by Skinner & Ahlum, is a frame building and is situated corner of Main-st., and Washington Avenue, running 60 feet on Washington Avenue and 80 feet on Main-st., and with additions about making to it, when completed, will contain 90 lodging rooms, and 6 private rooms, all highly finished and newly furnished throughout. The Dining hall is 20 feet wide and 80 feet long.

Tremont House.—Kept by H. Watkins, is situated on Michigan-st., a neat frame building and has a handsome front of 80 feet, and contains 50 lodging rooms, this house contains in all 60 rooms, all neatly furnished. The Dining hall is in the basement, and is 65 feet long and 25 feet wide, and can comfortably dine 90 or a 100 persons.

Keystone State Hotel.—Kept by Andrew McCormick; this house is situated on Main-st., a handsome frame building, and is 30 feet on Main, and running back on Detroit-st. 89 feet, 3 stories high and contains 35 rooms, neatly finished and handsomely furnished throughout.—The Dining hall is on the main floor, and is 50 feet long and 25 feet wide.

The above Hotels are all of the first class. Travellers and Commercial men generally may rely on every com-

fort they need, and attention being paid to them, together with good and clean beds, and attentive, obliging, and gentlemanly proprietors. An Omnibus and Baggage wagon from each of the above Hotels attend all the Boats on their arrival and departure.

Gardiner's Hall.—This Hall is situated in Martin's Brick Block, corner of East Water and Wisconsin-sts.—It is adapted and used as a ball and public assembly room—concerts, &c. It is high and well ventilated, well proportioned, and conveniently arranged in all its parts.—The decorations are put up with exquisite neatness. The apartment is sixty by eighty feet on the floor, and twenty-three feet in height; capable of seating 1600 persons. It has a wide and gently sloping gallery, extending around the walls, to either side of the stage, and ornamented in front by gilded panel work. The proscenium and side scenery is after the style of the concert rooms of New York, and other eastern cities, and the patterns are tasteful and elegant; the window shades are imitations of stained glass. The whole is brilliantly lighted by a chandelier in the centre, depending from an ornamental dome in the centre of the ceiling, and a profusion of solar side lamps around the gallery and stage. Attached are dressing rooms, supplied with every convenience, in a style heretofore unknown in this city. This magnificent Hall is named after the enterprising proprietor, Samuel Gardiner, Jr., Silversmith, of this city. Boston has its Faneuil Hall, New York its Tripler Hall, and Milwaukee has Gardiner's Hall.

Society of Odd Fellows.—This Society has fifty-two Lodges in the State of Wisconsin, and has in the whole 2,524 contributing members, whose revenues amounted, from July first to Dec. thirty-first, 1850, to \$6.958 57.—

The Odd-Fellows' Hall in this city, is situated in Martin's Brick Block, corner of East Water and Wisconsin-sts., and is 60 by 37 feet, and 23 feet high, with an anti-room attached. The following Lodges meet there: Milwaukee, No. 2; Menominee, No. 5; Northwestern, No. 48; and Wisconsin Encampment, No. 1. Excelsior Lodge, No. 20, meets in Whitnall's Block, Kilbourn town.

Goff's Hall.—Goff's Hall is in Martin's Block; and is 70 by 20 feet. This Hall is used as a refreshment room and dancing academy, and during the summer months, is intended to be fitted up as an Ice Cream and fruit room.

FIRE DEPARTMENT.

Is composed of 310 men; 5 Engines; 1 Hose Co; 1 Hook and Ladder Co. Length of Hose, 2,600 feet.

Officers.

A. Eldred, Chief Engineer; J. S. Fillmore, 1st Assistant; S. S. Daggett, 2d do; L. N. Dewey, 3d do.

New Organization of Department.

A. W. Hatch, President; A. J. Langworthy, Vice President; John M. Loomis, Secretary; Edward P. Allis, Treasurer; Victor A. W. Merrell, Collector.

There is also a Firemen's Fund, for the benefit of disabled Firemen and their families, amounting to \$4,500.

CHURCHES IN MILWAUKEE.

There are 25 congregations of worshipping christians in this city, namely:

First Ward—Two Roman Catholic, 1 Episcopal, 1 Presbyterian o. s., 1 Presbyterian n. s., 1 Free Congregational, 1 Congregational, 1 Scotch, 1 Wesleyan Methodist.

Second Ward.—Several Protestant German Congregations, and others.

Third Ward—One Baptist and one Universalist.

Fourth Ward—One Episcopal, 1 Catholic, 1 German Lutheran, and 1 Methodist.

Fifth Ward—One Episcopal, 1 Roman Catholic, and 1 Methodist Episcopal.

NEWSPAPERS IN MILWAUKEE.

The first newspaper published in Milwaukee, was the Milwaukee Advertiser. It was started in July, 1836, by D. H. Richards. In 1841 it was purchased by J. A. Noonan, and changed to the Courier. In 1845 the Courier was purchased by Messrs. Brown & Sullivan, and in 1847, these gentlemen sold out to Messrs. Cramer & Curtis.

The Milwaukee Sentinel, weekly, was established by J. O'Rourke, in 1837. After passing through several hands, it was purchased by Rufus King, and united with the Gazette. The Milwaukee Journal was commenced in 1841, by Elisha Starr, and the Commercial Herald, tri-weekly, by the same gentleman in 1843. The former was discontinued in the Fall of 1841, and the Herald was merged in the Sentinel in 1844.

The Wisconsin Banner, a German paper, was established by Moritz Schoeffler, in 1844.

The Milwaukee Daily Sentinel, the first daily published in Wisconsin, was started by D. M. Keeler on the 9th December, 1844.

The Milwaukee Gazette, Daily and weekly, was started by William Duane Wilson, in October, 1845. It was united with the Sentinel in February following, and in April, 1846, became the property of the present owner and Editor, Rufus King.

In the Spring of 1847, the publication of the Volksfreund, a German paper, was commenced by Messrs.

Wilson & King. The materials, &c., were sold in the Fall of the same year to Mr. F. Fratney, by whom the paper, in connection with Mr. Ernest F. Hertzberg, continues to be published.

The Newspapers now published in Milwaukee, are as follows :

Sentinel & Gazette—Daily, Tri-Weekly, and Weekly. Rufus King and Wm. J. A. Fuller, proprietors; Rufus King and Wm. H. Watson, Editors.

Daily Wisconsin—Tri-Weekly and Weekly. William E. Cramer & Co., proprietors; William E. Cramer, Editor.

Commercial Advertiser—Daily, Weekly, and Tri-Weekly. Lucas Seaver, proprietor and Editor.

Wisconsin Free Democrat—Daily and Weekly; proprietor and Editor, S. M. Booth.

Wisconsin Banner—(German) Daily, Tri-Weekly and Weekly. Moritz Schoeffler, publisher and proprietor. Dr. G. Aigner, Editor.

Der Volksfreund—[Peoples Friend,] (German,) Daily, Weekly, and Tri-Weekly. Proprietors, Publishers and Editors, Frederick Fratney and Ernest F. Hertzberg.

The first named is Whig, the Free Democrat Liberty, and the others Democratic.

Six years ago the first number of the Daily Sentinel was presented to the public. It was the first daily paper printed in Wisconsin, and the question of its success or failure, at that time, was regarded as quite a doubtful one. Milwaukee had then less than 8000 inhabitants, a limited commerce, very indifferent roads leading into the interior, but little produce to export, and a moderate wholesale and retail business. Six years have wrought a great change. Milwaukee now boasts of over 21,000 inhabitants, an extensive commerce, plank roads and a rail-road

penetrating the interior, a large, prosperous, and increasing business, and six daily newspapers instead of one.

In closing my sketch of this thriving and prosperous city, I would observe the peculiar advantages of site which Milwaukee enjoys, and which are by no means the least of the attractions. While the low and level lands on either side of the river offer excellent localities for business streets, stores, warehouses, mills and foundries, the higher grounds on the bluff, extending northwardly along the Lake shore, or rising from the valley of the river, present delightful sites for residences. First impressions have a deal to do in determining a man's choice of a home, and Milwaukee owes not a little of its rapid growth and unexampled prosperity to the inviting, enterprising and busy aspects which the city presents to every new comer; and with a moderate expenditure a large addition to these valuable attractions may be made on the Lake front, which would greatly improve the city, by purchasing a few lots, thereby ensuring all the ground required for the most desirable improvements by making a public promenade, lined with trees, extending along the whole lake front, would add immeasurably to the attractions of the city; and doubtless before the coming summer is over, this improvement so much to be desired will be made. Milwaukee then, as a place of residence, could not fail to draw hither persons of means and taste, who would delight to make it their home. No place is better calculated in the city for such a drive or a walk on a summer's evening, and would at all times be an attractive feature for residents and strangers, and when once completed, not a city in the Union could boast of so fine a source of recreation.

The appearance of this city now, to the early settlers, must be truly wonderful; when they look round upon its

twenty-one thousand inhabitants, and look upon its chaste and beautiful churches, filled every Sabbath with hundreds of worshipping christians—its princely dwellings and ornamented grounds—its magnificent stores crowded with merchandize from all parts of the world—its extended wharves daily lined with shipping from every port on the Lakes—its mammoth warehouses filled to repletion with the products of Wisconsin's soil—its mills and manufacturing establishments, giving employment to hundreds—its iron horse upon the track, belching forth fire and smoke from his brazen nostrils, moving with hundreds in his train, at the rate of fifty miles an hour, over the same grounds which so recently were travelled only on foot or on a poney; and let the early settlers look back to their first coming here, which in the retrospect to them will appear but as a day, when on the same spot, then an uncultivated wild, there was little else to be seen than a few log huts of the white man, and the wigwams and war dance of the natives of the forest, it must to them seem more like a wonderful work of enchantment, than a beautiful reality.

RACINE.

RACINE, the seat of justice of Racine County, is situated on Lake Michigan, at the mouth of Root River, occupying a level plain, lying about fifty feet above the level of the Lake. It is twenty five miles south from Milwaukee, ten miles from Kenosha, and one hundred and fifty miles from the Mississippi at Sinipeo. The first settlement of Racine was commenced in November, 1835. In the Summer of that year, Capt. Knapp, E. J. Glenn, Levi Mason, and Mr. Beeson, took up their residence within the corporate tracts of the city. During the subsequent

Fall, Dr. B. B. Cary, Amaziah Stebbins, and John M. Myers, with their families, joined those already settled here. In the Spring or Summer of 1835, Joel Sage settled on the west side of the river, in what is now called Sage Town. At that time the above named persons composed the entire population of what is now the City of Racine. Other persons, whose enterprise led them to seek their fortunes in the "Far West," soon followed, and thus, slow at first, but sure, commenced the settlement of Racine.

The first of June, 1836, Marshall M. Strong settled here, and was the first lawyer.

Root River Post Office was established in January, 1838, three miles west of the city, and A. B. Sexton was appointed Postmaster. This Post Office was discontinued on the 8th of May, of the same year, and the Racine Office, established in the settlement; Dr. B. B. Cary was appointed Post Master. The amount of the first quarterly returns to the Post Master General was \$37,—. For the quarter ending on the 31st day of March, 1838, the returns amounted to \$709,45.

At the time of the establishment of this Office the Mail was carried from Chicago to Green Bay, once a week, on horseback, and the arrival of the mail was considered quite an event.

In 1838, the Racine Argus, the first newspaper, was established. Its first proprietors were Gilbert Knapp, Lorenzo Jones, John M. Myers, Alfred Cary, Stephen N. Ives, and Marshall M. Strong.

In 1841, the village of Racine was incorporated and Dr. Elias Smith, elected its first President.

The Population of Racine in 1840, was about 300. In 1844, about 1,000; Dec. 1, 1847, 3,900; and at the present time, over 5000.

In 1848, Racine was incorporated a city. The first election of Officers under the City Charter, was held in the month of October in the same year. Reuben M. Norton was elected first Mayor.

There are 4 newspapers and periodicals issued in Racine, all of which are well conducted and sustained.

A much larger amount of buildings have been completed the last season, than in any other since its settlement and a still larger number are in course of erection.

The Warehouses now within the city are sufficiently large to store at one time, 1,000,000 bushels of wheat. The business of the merchants in this City during the past year has been very large and profitable, and all branches of business are in a high state of prosperity.

The following Table of Imports and Exports of this City will show the extent of business done for 1850, for which I am indebted to Mr. Sam'l. G. Murfey of Racine:

IMPORTS.

350 tons Machinery, cotton	8,000,000 ft. Lumber,
and woolen,	6,000,000 Shingles,
1,500,000 Shingle bolts,	2,600 bbls. Whiskey,
1,300 bbls. Salt,	5,696 bbls. Fruit,
8,200 tons Merchandize,	

Besides a very large amount of rolling freight including Wagons, Furniture, and Passenger Luggage.

EXPORTS.

250,000 bushels Wheat,	14,500 bbls. Flour,
5,500 bbls. Beef,	1,300 bbls. Pork,
3,000 bushels Corn,	4,200 bushels Barley,
6,000 bushels Oats,	350 tons Hay,
175 tons Wool,	75 tons Broom Corn,
693 cords Wood,	2,000 lbs. Hides.

KENOSHA, OR SOUTHPORT.

KENOSHA, which is now incorporated as a City, is situated on the Lake shore, thirty-five miles from Milwaukee, and fifty-five from Chicago in Illinois. It is the most southern place in Wisconsin at which it is supposed a harbor can be made.

The vicinity of Kenosha is surrounded with a rich and fertile prairie, well adapted for all purposes of agriculture. A great deal of merchandize goes to supply a portion of the people of Northern Illinois, as well as Southern Wisconsin. The population of Kenosha is as follows:

1st Ward,	-	-	-	1,512
2d Ward,	-	-	-	540
2d Ward,	-	-	-	1,008
Total,	-	-	-	3,360

The shipment of wheat from this place was begun in 1841, and has ever since gradually increased. The value of exports and imports for the past year has not reached the author in time for press, and are thereby unavoidably omitted.

SHEBOYGAN.

SHEBOYGAN is situated on the shore of Lake Michigan, at the mouth of Sheboygan River, and is the port at which the commercial business is mostly done for the county. The following figures will show a large business done for the last season of navigation, and number of passengers landed:

Passengers landed by Reed's Line,	-	8,294
Steamer Champion, R. R. Line,	-	5,140
By Propellers and trans. Steamers,	-	<u>3,586</u>
Total,	-	17,020
Tons Merchandise,	-	2,986
Bbls. bulk of Miscellaneous Goods,	-	19,480
do Furniture,	-	48,118
do Fruit,	-	5,166

MANITOWOC.

MANITOWOC has a population of some 500 or 600, and is in a flourishing business condition, rapidly advancing in all respects. There is an excellent pier at this place, unequalled by any on the Lake, and well managed by its enterprising owners, Messrs. Case & Clark. Several Propellers and Steamboats have been plying regularly between Manitowoc, Milwaukee and Chicago, during the last season, which contributed much to the business and commerce of the place. Manitowoc can justly boast of natural advantages superior to any point on the shore of Lake Michigan; Manitowoc River, which passes through the town, will average over three hundred feet in width, and from twelve to fifteen feet in depth, for the distance of three miles from the mouth, emptying directly into the finest bay on Lake Michigan, which of itself affords ample protection to vessels in ordinary blows.

During the greater part of last season, vessels of a respectable burthen were able to run into the river, load and clear without touching upon the bar; which at comparatively small outlay of money could be permanently

removed, thereby rendering Manitowoc the largest, safest, most convenient and accessible harbor on Lake Michigan.

The following table will give the imports and exports for 1849:

IMPORTS.

Merchandise,	-	-	\$87,500
Pork—1,528 bbls. at \$12,	-	-	18,278
Flour—4,410 bbls. at \$5.00,	-	-	22,030
Total,			\$127,826

EXPORTS.

7,300,000 ft. Lumber, at \$6 per M,	-	\$43,800
2,050,000 ft. Lath, at \$3 per M,	-	6,150
5,375,000 of Shingles, at \$1.75 per M,	-	9,406
800 cords of Bolts, at \$5 per cord,		4,450
149 do Tan Bark, at \$3 " "	-	420
2,000 do Wood, at \$1.50 " "	-	3,000
700 bbls. Whitefish, at \$5 per bbl.,	-	3,500
Furs and Peltries,	-	2,000
Total,	-	\$72,726

Arrivals and Departures of Vessels.

Steam Vessels,	-	-	85
Schooners and Brigs,	-	-	204

TABLE OF ROUTES

FROM NEW YORK TO ALBANY AND BUFFALO *via* HUDSON
RIVER BOATS AND RAILROAD.

*From New York to Albany via Hudson River Boats, 150
miles. From Albany to Buffalo via Railroad.*

From Albany to*

" Centre House,	8 miles.	" Palatine Bridge,	55 miles.
" Schenectady,†	17 "	" Fort Plain,	58 "
" Hoffmans,	27 "	" Garaga Creek,	61 "
" Oranestown,	30 "	" St. Johnsville,	64 "
" Amsterdam,	38 "	" Little Falls,	74 "
" Tripes Hill,	39 "	" Herkimer,	81 "
" Fonda,	44 "	" Frankfort,	86 "
" Sprakers,	52 "	" Utica,	95 "

Utica & Syracuse Railroad.

" Whitesboro,	99 "	" Canaseraga,	127 "
" Oriskany,	102 "	" Canastota,	131 "
" Rome,	100 "	" Chittenango,	133 "
" Green's Corners,‡	114 "	" Kirkville,	137 "
" Verona Centre,	118 "	" Manlius,	140 "
" Onondaga,§	122 "	" Syracuse,†	143 "
" Wampsville,	125 "		

Rochester & Syracuse Railroad.

" Marcellus,	157 "	" Geneva,	208 "
" Half-way,	162 "	" Oaks Corner,	21a "
" Skaneateles Jt. (§)	164 "	" East Vienna,	214 "
" Sennett,	170 "	" Clifton Springs,	216 "
" Auburn,	174 "	" Canandaigua,	222 "
" Shunpike,	185 "	" Victor,	232 "
" Cayuga Bridge,	191 "	" Fishers,	237 "
" Seneca Falls,	194 "	" Pittsford,	242 "
" Waterloo,	201 "	" Rochester,	252 "

Tonawanda Railroad.

" Churchville,	266 "	" Batavia,	285 "
" Wardville,	269 "	" Alexander,	293 "
" Byron,	277 "	" Attica,	296 "

Attica & Buffalo Railroad.

" Darien City,	301 "	" Lancaster,	318 "
" Darien,	303 "	" Clarke Branch,	322 "
" Alden,	308 "	Arrival at Buffalo,**	328 "
" Town Line,	313 "		

Notes to Albany & Buffalo Railroad.

*Connects at this point with Boston and Albany Railroad; also Troy and Greenbush Railroad.

†Connects at this point with Schenectady & Troy Railroad; also Saratoga and Schenectady Railroad.

‡The Oswego & Syracuse Railroad diverges at this point, and runs to Lake Ontario.

§Skaneateles & Jordan Railroad diverges at this point, is 5 miles in length, and is worked by horse power only.

||The index denotes that the Trains stop a sufficient time for refreshment.

||The Cayuga and Susquehanna Railroad Line connects at this point.

**The Buffalo and Niagara Railroad diverges at this point; also Route on the Upper Lakes. Fare in Emigrant Train, Five Dollars.

The following Table will show the distances from Albany to Buffalo via Erie Canal:

From Albany to			
" West Troy,	7 miles.	" Clyde,	215 "
" Junction,	9 "	" Lyons,	225 "
" Schenectady,	30 "	" Lockville,	231 "
" Rotterdam,	39 "	" Newark,	232 "
" Amsterdam,	47 "	" Palmyra,	240 "
" Schoharie Creek,	52 "	" Macedonville,	244 "
" Canajoharie,	69 "	" Wayneport,	247 "
" Fort Plain,	72 "	" Fairport,	259 "
" St. Johnsville,	77 "	" Cartersville,	253 "
" Little Falls,	88 "	" Pittsford,	259 "
" Herkimer,	95 "	" Rochester,	269 "
" Frankfort,	101 "	" Brockway's,	279 "
" Utica, Junction,	110 "	" Brookport,	289 "
" Whitesboro,	114 "	" Holley,	294 "
" Oriskany,	117 "	" Hulberton,	298 "
" Roma, Junct.,	125 "	" Hindsburg,	300 "
" Higgins,	136 "	" Albion,	304 "
" Canastota,	148 "	" Eagle Harbor,	307 "
" Chittenango,	153 "	" Medina,	315 "
" Kirkville,	158 "	" Middleport,	321 "
" Manlius,	162 "	" Gosport,	326 "
" Syracuse,	171 "	" Lockport,	333 "
" Boalsale,	177 "	" Pendleton,	340 "
" Camillus,	179 "	" Tonawanda,	352 "
" Canton,	184 "	" Lower St'k Rock,	360 "
" Montezuma,	203 "	" Buffalo,	364 "

UPPER LAKES.

ERIE, HURON, AND MICHIGAN.

Distances from Buffalo to Milwaukee, Racine, Southport, (Kenosha.)

From Buffalo to			
" Dunkirk,	45 miles.	" Thunder Bay Isl.	549 "
" Erie,	90 "	" Presque Isle,	579 "
" Conneaut,	118 "	" Mackinac,	646 "
" Ashtabula,	131 "	" Manitou Island,	746 "
" Cleveland,	191 "	" Manitowoc,	846 "
" Huron,	239 "	" Sheboygan,	870 "
" Sandusky,	249 "	" Milwaukee,	923 "
" Detroit,	327 "	" Racine,	946 "
" St. Clair,	336 "	" Kenosha,	954 "
" Port Huron,	397 "		

Steamboats run regularly between the principal places on these Lakes, daily, touching at all points of note, both on the American

and Canadian shores. The fares are in most cases very unsettled, varying according to the number of Boats and the opposition.

The *Michigan Central Railroad Company's* boats leave Buffalo every evening on the arrival of the day Express train from Albany, and connect with the 6 P. M. train at Detroit for New Buffalo, and thence by Wards Steamers to Chicago, Southport, Racine and Milwaukee. The fare by this route varies according to the season, from \$7 to \$10, to any port on Lake Michigan.

The following table will give the distance from Buffalo to Detroit by Steamboat, thence by Railway to New Buffalo, and Steamboats to Chicago, Racine and Milwaukee:

From Buffalo, via. Steamboat, to Detroit,	-	327 miles.
" Detroit to New Buffalo, via. Railroad,	-	213 "
" New Buffalo to Chicago, " " "	-	50 "
" Chicago to Racine, " " " "	-	65 "
" Racine to Milwaukee, " " " "	-	25 "

685 miles.

It should be observed, that the distances on the lakes are not *measured*, but simply estimated by the different pilots. Hence there is a disagreement in the various tables, to the extent of fifty or sixty miles in a thousand. The tables here given may be relied on as about correct.

Steamboats are usually about two days in going from Buffalo to Detroit, and from four to five days to Milwaukee and other ports on Lake Michigan. Most of Reed's Line make the voyage in three and a half days to Milwaukee.

There is also a class of steam vessels on the Lakes, called "Propellers," which are found to be very desirable modes of conveyance for emigrants. They are large-sized Schooners, with a small steam engine in the after-part of their hold, to use in head-winds and in calms,

using their sails at other times. Their charges are somewhat less than those of the large Steamers—say a sixth less. These Propellers carry freight and passengers.—They have commodious cabins, handsomely fitted up—the steerage will accomodate from 75 to 100 passengers.

One half a barrel bulk of furniture or luggage is allowed each full passenger free—children between two and twelve years of age, half price; under two years of age, free. The barrel bulk is estimated at seven cubic feet—three chains being called one barrel bulk. No charge is made for the freight of the bedding used by the steerage or deck passengers on their passage. A cooking stove, not exposed to the weather, is provided for the accomodation of those who wish to cook for themselves. All luggage belonging to passengers consenting to have it carried on the promenade deck, at their own risk, will be transported at fifty cents for each barrel bulk; 100 lbs. of luggage to each passenger free: extra luggage twenty-five cents per 100 lbs.

GENERAL INSTRUCTIONS.

Having now given as clear an outline of the subject as the limits of this work will permit, and I trust fulfilled the promise made at the outset, that the emigrant should be supplied at a cheap rate, with information valuable both for present and future application, I shall draw to a conclusion by offering a few general observations to the emigrant, to guide him to this western country, and be useful to him in time to come.

New York being the principal landing place, and a large city, the emigrant is apt to be surrounded on all sides

if he does not keep a sharp look out, by a set of men who, under pretence of being his friend or his countryman, allure him among strangers, with all the snares and temptations that such a large city affords, which are calculated, in a very short time, to use up all his means before he is aware of it. I would guard him to avoid these men and shun them as he would a serpent, for their only object is to get his money and introduce him to places of resort where gaming and drinking are carried on to an endless extent; and in the end calculated to bring ruin upon himself and his family. One of the many temptations that beset the emigrant, is the numerous gambling houses there are in New York; and one of the most tempting forms of gambling is found at some of the low saloons, where raffles are constantly going on, to a great extent, either for watches, jewelry, guns, pistols, or other bogus articles; and any quantity of liquor indulged in during the intervals of the game. The stake usually put up is not more than the value of a dollar, and is divided into shares of a shilling or sixpence each—the winner being expected to stand treat for the whole company.

It is supposed that in over two thousand grog shops and fashionable drinking saloons in New York, this game is going on every night of the week, attracting throngs of young people, broken-down gamblers, greenhorns from the old country in pursuit of the elephant, idle loafers about town, and others who are always on the scent for whatever gives promise of sport. Such places of resort and allurements I would advise the emigrant to keep away from.

The emigrant's chance of employment and good wages is much increased by removing from seaboard towns.—New York being the principal landing place, and from

the influx of strangers continually pouring in there, it is impossible for merchants, traders and others, to give employment to one-tenth that arrive there.

Under these circumstances, I strongly advise the emigrant, both mechanic and laborer, after they have spent a day or two inspecting the city, to lose no time in quitting that place whilst they have the means of so doing to assist themselves. The facilities for travelling in the United States are cheap and good. Steamboats, railroad conveyances and coaches, start daily for all parts. This you will find to be the most profitable way of laying the foundation of your future happiness. Lose no time, then, in working your way out of New York and directing your steps westward, where labor is plentiful and sure to meet with its reward.

The emigrant, in directing his passage up here had better go to some respectable Steamboat Office in New York and get his ticket to Albany *only* by some of the Hudson River Boats, which leave there morning and evening during the week, and see that his baggage is paid for on his ticket so that there may be no second payment to make on his arrival at Albany; by all means pay no further than to Albany, to commence with, and on your arrival there look out for some office there that has a pretty good name (which can be easily ascertained by making a little enquiry during your trip up the Hudson River) and there get your ticket made out for Buffalo. If you intend coming up the Canal, see that your luggage is all properly stowed away, all charges made paid on your ticket, so that there will be no imposition on your arrival at Buffalo, but I advise all who have the means of so doing to travel by Railroad from Albany, as not only being the shortest route, but also in the end, the Emigrant will find the cheapest and being less free from being im-

posed upon. If the Emigrant has a large family and a deal of luggage (and it very frequently happens that the Emigrant brings to this country a deal of articles of furniture which are entirely useless and unnecessary, and which could be bought quite as cheap here had he known it) then I advise him on his arrival at Albany to take the Packet Boat there to Buffalo, which will take him not more than three days, and will be cheaper.

I must here caution the Emigrants against being led away by a set of men called runners who will surround them on their arrival at Albany, and get them to go by a Boat, Packet as they call it, and after they have paid their money and got them safely on board, this Packet Boat turns out to be a Tow Boat, which generally takes two weeks to make the entire passage from Albany to Buffalo. These boats are easily distinguished if the Emigrant will take trouble to see for himself. The one is neatly fitted out and comfortably arranged with a spacious cabin and is generally much larger; the other Boats are small and dirty and have no accommodations, whatever, but are constructed entirely for the carrying of merchandize.

On the Emigrants arrival at Buffalo, he will find at the Docks, a steamboat in waiting, daily, of Reed's Line, which will bring him up to Milwaukee and other ports on Lake Michigan, for which he will have to pay for the Cabin Passage, from 7 to 10 dollars, according to the season of the year—in the Second Cabin, from 3 to 4 dollars. The whole of Reed's Line are first-class Boats. There is also a class of steamboats in connection with the Railway at Detroit, which leave Buffalo every evening and which are to be recommended to the travelling public as first class Boats, making passage to Detroit in about 20 hours, connecting at Detroit with the Rail-

way to New Buffalo, arriving there early next morning; and at Kenosha, Racine, and Milwaukee, the same evening, thereby performing the whole distance from Buffalo to Milwaukee in 2 days.

Passengers with a deal of luggage and families, had better choose to travel up the Lakes by Reeds Line, thereby saving the trouble of changing boats at Detroit for the Railroad cars, and again at New Buffalo for the Steamboat hence, a source of inconvenience which not unfrequently ends in the loss of some part of your luggage; but it must be stated that by both these modes of travelling the Emigrant will find every attention paid to his comfort as they are all conducted by experienced men and efficient Officers.

The Emigrant, on landing at any Port on Lake Michigan, if he has a family, had better engage a lodging for them immediately, or go into some cheap Boarding House. If the Emigrant be making Milwaukee his Port of landing, if he be a mechanic or farm laborer, he will find excellent accommodation at most of the Boarding Houses here. The Key Stone State, kept by Andrew McCormick, is a good house. The proprietor has held several offices of trust under the people and is an old settler and well known throughout the State as an industrious and honest man. I recommend his house strongly to all Emigrants. The following Hotels and Boarding Houses, are equally to be recommended, where the Emigrant will find comfort with good and clean beds and excellent Tables, and are all old countrymen themselves:

Cross Keys, B. Stimson; Steamboat Hotel, Warner; Globe Inn, Thos. Burns; Commercial Hotel, N. S. Evans, (Welshman;) La Fayette House; Morris Louis; Pennsylvania Temperance Hotel, Jacob Deily.

The Emigrant's next object will be, if he intends to

farm, or to labor on a farm, to get into the country as soon as he can, for he will find every thing there much cheaper, and have a better opportunity of becoming acquainted with the quality and the local advantages of the land. If the Emigrant be possessed of considerable money, I would advise him to be in no hurry in making choice of land. In fact he had better hire a small farm for a season than make too hasty a purchase. By so doing he will be better able to know the quality and eligibility of land. The smallest quantity of land sold by the Government is forty acres. This can be purchased for in Wisconsin for five shillings sterling per acre. Those who have the means will find it to their advantage to purchase improved farms: they can be purchased generally for less than the improvements cost. There are two Emigration Offices in this City. Messrs. Gregory and Hickson's Office is situated in Wisconsin Street over the Post Office. Emigrants will be able at this Office to select out from their Maps, Farms wild and improved in every part of the State. They are also Emigration Agents for Houses in New York City, and remit money to all parts of Ireland.

These Gentlemen are about issuing a prospectus for an Emigrants Conveyance Association, which, if properly carried out, will be of considerable service to the poor Emigrant. The increasing and endless system of fraud to which the thousands journeying from the large seaport cities in search of homes and employment in the "Far West," are subjected at the hands of Forwarding Agents, Tavern Keepers, &c., has become an evil of such magnitude, entailing as it does, on the individual plundered, a vast amount of misery and hardship, that there is an actual necessity for a well qualified and responsible Company forming, in order that such evils may be checked, and af-

ford to all persons, more especially the poorer class of emigrants, a safeguard and protection against the attempts, unfortunately too often successful, which are so constantly made to entrap and plunder them. I am truly sorry to say that in most cases it is a notorious fact that these frauds are perpetrated upon the unsuspecting Emigrant by his own countrymen, who, under the guise of friendship, scruple not to fleece the unwary stranger, leaving him oftentimes, friendless and destitute, in a strange land, of the means which he had fondly hoped in this, the Country of his intended adoption, to lay the foundation of that independence and prosperity which he had vainly struggled for at home. Therefore such an useful Company or Association cannot but meet with the best wishes of all classes of Society.

Mr. D. G. Power's Office is situated in East Water Street. Emigrants will find at this Office a new Map of Wisconsin, got up for the use of Emigrants, on a large scale. This Map shows the Prairies, Oak Openings, Timber Land, Lakes, Rivers, Roads, Villages, &c. Mr. Power has constantly large quantities of land for sale in all parts of the State. Emigrants will find a great deal of trouble saved by calling and examining these Maps before they purchase land. Mr. Power is the authorized Agent for the Irish Emigrant Association of Boston, for Wisconsin. I would also observe that every Emigrant coming to Wisconsin, should purchase one of Mr. Lap-ham's Maps of this State, which can be purchased at Sherman and Smith's, 135 Broadway, New York City, or at the Stationers in Milwaukee, for a small sum, which the farmer will find of great use to him.

I must also here caution Emigrants, above all things, to make no purchase but what they can pay for; never run in debt with the calculation of paying the purchase mon-

ey by the produce of the farm. This is undoubtedly a rock upon which many are wrecked. Many calculations are made of the expense of clearing and the cultivation of farms, with the amount and price of the produce from that cultivation, showing by the difference that it was a very profitable investment. All this looks very nice on paper, but rest assured many have found it to their sorrow, exceedingly wrong in practice. I would therefore urge to all Emigrants coming to Wisconsin to buy no more land than you can comfortably pay for, and after all leave a sufficiency to purchase a few of the necessities of life.

It may be asked, are there any difficulties relative to the titles to land. To this I would answer, the titles to land purchased from the General Government are indisputable. In the purchasing of land, the deed that transfers the right of property from the General Government to the individual purchasing is very simple. It is contained on a piece of parchment, less than half a sheet of letter paper, with the date, the locality of the land, the purchaser's name, and then subscribed by the President of the United States, and the Agent of the General Land Office. This is given free of all expense, and may be transferred by the purchaser to any other person without the aid of a lawyer, or that of stamped paper.

In purchasing land from another person, take care and see that the title is clear. This is accomplished both cheaper and quicker than it is in England or Ireland. When the Emigrant is about to purchase a piece of land from another let him go to some respectable lawyer, and have the title searched for, which can be done in a very short time and at a little cost. In most cases two or three hours will suffice to search the records and make out the deed, all of which the Emigrant may get for some five dollars. This is the safest and surest way of proceeding.

I must now draw to a conclusion, hoping the few suggestions thrown out and cheerfully given, will, under the blessing of an Allwise Creator, be made the means of not only instructing but instrumental in saving the poor Emigrant from being plundered out of his means, in a strange land and among strange people. And now a few words before I close my remarks, by way of encouragement to my fellow-countrymen.

Do not be downcast and disheartened after you have got here. Most of you, probably, have once been in moderate circumstances in the Old Country. You have left, probably, father, mother, brother and sister; perhaps some of you have left your wives and families behind you. You have come in search of a home to the "Far West." The industrial resources of your own country refuse any longer to sustain you—and here you are come to seek the means of sustaining yourself and families—then my fellow countrymen, instead of murmuring and being disheartened, rather be thankful that God in his Providence has left an unmistakeable mark on the map of the World, that guides the homeless and the destitute to a place of refuge. Therefore, I would advise, and I do it strongly, that you forbear to speak ill either of the manners or the country which you have sought refuge in. I have been a keen observer since I have been in this Western Country, and in instances without number, I have been disgusted with Old Country people when they get here—the way they speak of America and Americans—before they know or have any means of knowing either the country or the natives. Just probably because some have not found every thing to their own minds as they had it at home, or disappointment comes upon them from a false representation made to them before they started across the Atlantic; they commence raving against

"Yankees" and wish themselves back again, while if they would sober down their senses, and on calm reflection they would discern the folly of the course they are pursuing.

But of you, fellow-countrymen, whom I am addressing, and who are perusing these pages, I hope better things.—Always bear in mind "a still tongue maketh a wise head," and instead of desponding, be thankful that your lot is cast in such pleasant places, and on your arrival in Wisconsin, turn your attention to her resources, her fertile prairies and beautiful openings. Seventeen years ago, on the trail of the Army which drove hence the bands of savages that had then raised the tomahawk against the peace of the Northwest, came the Colonists who laid the foundation of this young Republic. They found a country which nature had well fitted to dispel from their hearts all regret for their place of nativity, and in which they might readily make for themselves new homes, attractive as those they had left; they sent back a good report of the land, and soon others came, and still others, until population rolled on in a fuller stream than was ever before witnessed in the progress of American colonization. Settlers' cabins, and soon more substantial mansions were seen at no distant intervals throughout a wide Territory. Churches and School Houses began to abound—the rivers yielded their power to the control of man, and manufactories were established to prepare for consumption the rich harvests of the prairies. A few years passed under territorial organization, and Wisconsin entered the Union—her population exceeding that of any other territory that has yet claimed this privilege. Politically speaking, she already occupies a position in the Union, but little behind that of States which were in enjoyment of the honors and privileges of separate government,

when as yet the stillness of her solitudes was unbroken by the presence of civilized man, save where the self-sacrificing Jesuit Missionaries, proclaiming to the red man the religion of the Cross, or some lone trader held his post, and the day is not remote when her importance may be so enhanced that she may well claim rank with the foremost of her sister States. This is the Country you are invited to, fellow-countrymen; Americans are not a homogeneous race. Within the United States dwell representatives from every nation of Europe, and the population of Wisconsin has a large proportion of foreign born citizens. They have brought with them their own respective languages—they are marked with the distinctive characteristics of the various States whence they came—they are unlike each other in their habits, and they differ much in sentiment. They have come to cast in their lot with a strange people—to live with them and be of them, and what does the American Government say to you? pay attention whilst I tell you:—We welcome you, for our land is broad, and we need your numbers and your aid to occupy it; we welcome you, for we know that, attracted by the fame of our country's freedom, many of you have come from oppression at home; and, being free ourselves, we gladly hail you freemen and citizens. Then, instead of murmuring and being downcast when you get here, cheer up and join her glorious band. Wisconsin is one of the great company of free communities, bound together for the extension and perpetuation of civil and religious liberty, and placed in the van of all the nations of the earth, to lead the march of human progress.

My fellow-countrymen, Wisconsin gives you a voice in choosing Representatives to serve you in her councils. Let me warn you how you use this treasure: preserve it

as you would your life: in a great measure it rests with the foreign population in this State in future to determine whether Wisconsin shall come up to the expectations which her first rapid growth awakened, whether she shall reach the pitch of greatness for which she seems to be destined—be not too hasty in making your choice of men, rather look to measures than to men. Here, in America, you will see earnest thinkers—men who love the truth, and who strive to comprehend all of it that can be brought within mortal ken, laboring to devise means for the removal of defects in the existing order of things which they may have discovered, or may think they have, and suggesting social and political projects for ameliorating the condition of their fellow-men.

The conclusions they arrive at may be erroneous or the reverse. The measures they recommend may be calculated to do good or they may be such as if carried into practice, would result in evils worse than those they are designed to eradicate; but, be this as it may, the people have to pass judgment upon them and say whether new propositions shall become the law of the land, or the progress of experiment be stayed and innovation be forbidden. They are the judges to decide what will best promote the general welfare—the ballot box is the medium through which they speak their sentiments. The will of the majority must be obeyed, and the legislators who frame the statutes are but the representatives and instruments of that will. To these United States the people of old Europe are looking for the light that is to guide them through the difficulties that beset them on all hands, in their efforts to effect political reformation. We, my fellow-countrymen, in this State, are indeed a favored people—none more so—and it becomes us, in a spirit of gratitude for the many blessings we enjoy, well to

reflect upon, and faithfully perform the duties Heaven has allotted us—to improve to every possible extent the trust which has been confided to our care. Nations as well as individuals have missions to fulfill; and if, through design, or through heedlessness, they fail to pursue them, they may look for the righteous indignation of the Ruler above, who will hold them to a stern and fearful accountability—well remembering that whatever we may do here in Wisconsin for her glory and her good, will help to swell, also, the happiness and glory of the whole Union; while the errors we may commit, or the evils we may let loose among ourselves, will be mainly ours in all the injuries or disgraces they may occasion. Finally, fellow-countrymen, let me tell you America is a country overflowing with prosperity and happiness—one which knows not the meaning of internal tumult—one of which most of her citizens, with scarcely an exception, can command the necessaries of life; meat, drink, clothing and shelter from the elements in abundance—where her Members of Congress are elected by universal suffrage—where neither game laws nor tithes exist—and where the Chief Magistrate lives with dignity on an income of £5000 per annum.



Irish and General Emigration LAND AGENCY OFFICE.



Established in Milwaukee, Wisconsin, 1849.

D. G. POWER, Agent.

The Emigrating Public intending to buy lands in Wisconsin, are offered inducements to purchase through this office, unequalled by any Land Agent in the United States; and for the following reasons. I have, after immense labor, completed a *MAP OF WISCONSIN*, four times larger than ever published, on which is represented the *prairies, openings, timber land, rivers, plank and common roads, villages, &c.*, so that the entire features of the State will appear at a glance. I have also marked on this Map over 250,000 acres of choice lands, which I am authorized to sell from \$1.50 per acre upwards, and in most instances only a portion of the money required down. Included in the above 250,000 acres are several valuable villages and mill sites, wild and improved farms with good dwelling houses, saw and grist mills, taverns, &c., located in the best portions of *Wisconsin*, viz: near the cities of *Milwaukee, Kenosha, Racine*, and the flourishing villages of *Madison, Beloit, Janesville, Watertown, Waukesha, Mineral Point, Fond du Lac, Green Bay, Sheboygan, Oronoke, &c.*; with about 20,000 acres contiguous to the Fox and Wisconsin rivers; also some first rate locations between the Mississippi and Wisconsin rivers. My map shows the exact position of all these lands; also, the Government land, so that an emigrant wishing to purchase a farm, or locate a land warrant, can see the exact position of the land with regard to roads, water, markets, &c.; also, whether it be opening, prairie or timber land.

I have a book of reference which shows the price, time of payment, and gives a general description of the land, which I have in most instances taken from actual observation. A large number of Lots for sale in Milwaukee, and in most of the villages in the State. Houses and Stores to rent in Milwaukee. Genuine Land Warrants always on hand, with instructions where to locate them, (a matter of very great importance.)

I am always ready to assist with my advice Emigrants in search of farms, employment, &c., and give them such information as I think they most require, *fast or slow.*

Horses and Waggon on hand to take Emigrants to see farms before paying their money. Also, taking them and their families to any part of the State they may wish to go to. Cheap Houses and rooms on hand for the accommodation of Emigrants.

Emigrants having frauds practiced upon them on their route to Milwaukee, by letting me know the facts, I will ensure them redress. On your arrival at Milwaukee enquire for D. G. POWER, *Irish and General Emigrant Agent*, and you will have no cause to complain. By enquiring of the *Emigration Commission* at New York, the *Irish Emigrant Society* at New York or Boston, you can satisfy yourselves as to my standing with them.

Passengers forwarded from any part of the Old Country, to New York or Milwaukee; and Money remitted to Ireland, England or Scotland, cheaper, than by any agent in the West.

D. G. POWER, General Emigrant Agent.

WISCONSIN FRENCH BURR MILL STONE MANUFACTORY,

AND

MILL FURNISHING ESTABLISHMENT.



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 TO MILL BUILDERS.

We would say that our stock will at all times be found to be the largest and best selected there is west of New York,—and with practical attention to manufacturing, and a personal selection of material, we cannot fail to suit.

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GRIST AND SAW MILL GEARING AND
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BLACKSMITH WORK, &c.

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The Subscribers, thankful for past favors and patronage, most respectfully announce to their OLD CUSTOMERS, and the PUBLIC GENERALLY, that from the experience they have had in the business, together with the character of their work, heretofore done, they flatter themselves that a share, at least, of the public patronage will be awarded to them; and having recently made extensive alterations and repairs, enables them to say, as they are themselves practical workmen; (*one a Pattern Maker of twenty-five years experience, and the other a Moulder of thirty-five years experience*), that they are prepared to do!—can do!—and will do better work than any other similar establishment in the State. Their stock of Patterns cannot be equalled, as they have all been made in this city, and expressly for the wants of the State;—and lastly, they respectfully call the attention of the public to their references, for Steam Engine and Mill Gearing of all descriptions.

FOR STEAM ENGINES, REFER TO

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REFERENCES:

E. W. Clark, Dodge & Co., N. Y.	Jas. Robb & Co., N. O.
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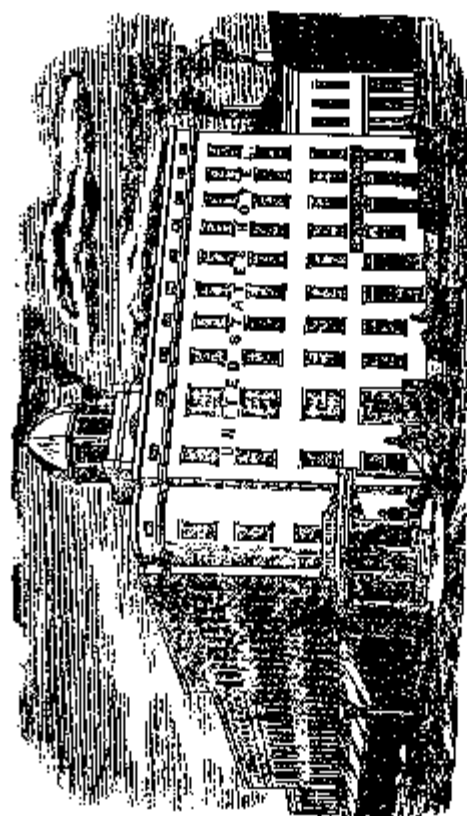
CHINA, GLASS,
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—144—

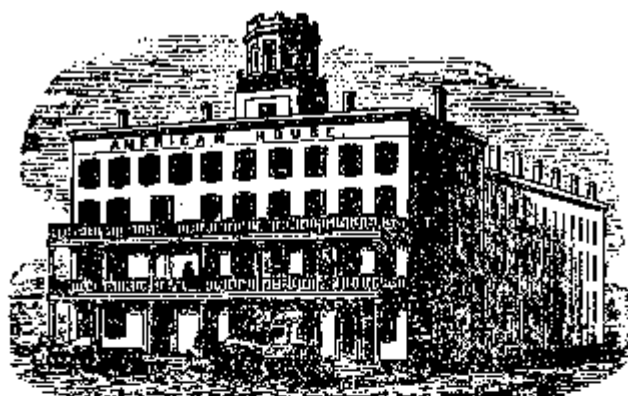
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This well-known house is pleasantly situated on Michigan street, near East Water street, and but one Block from the Post Office, Stage Office, and the different Steamboat Offices. The house has been newly painted and furnished, and the proprietor respectfully solicits the patronage of the Public; assuring them that nothing will be wanting on his part to render their stay with him agreeable.

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The above house having been leased by the subscribers for a term of years, has been entirely re-furnished and renovated throughout, and will be conducted in such a manner that the most fastidious cannot fail to be pleased. The house contains 140 Rooms, and is situated in the most pleasant and healthy part of the City. The table will always be supplied with the best the market affords, and with attentive servants, clean Rooms and Beds, and well furnished Lodges, the traveller may be sure of a comfortable Home, where every reasonable want will be promptly attended to. Attached to the house is a good stable, where the first quality of Oats and Hay will always be found. The subscribers trust by proper attention to their guests to merit a portion of public patronage.

February, 1851.

R. PEASE, } Proprietors.
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The above well-known and long established House having been refitted, enlarged and improved throughout, and neatly furnished, has been leased for a term of years, by CHAS. SKINNER, late of the AMERICAN in this City, and Mr. AHLUM, formerly to the FRANKLIN HOUSE, Fort Winnebago.

New Furniture throughout, of the best style, and all other conveniences have been supplied, to make it a first class Hotel,—and it is the determination of the proprietors to have it kept in good style.

A long experience, and great facilities for the business, enable us to make this house in all respects what it should be.

Our old customers and friends, and the public generally, are invited to give us a call.

Milwaukee, Feb. 1851.

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W. & S. have made arrangements with the old established Emigration Agency House of HARRDEN & Co., No. 50 Broadway, N. Y., 120 State street, Boston, and 60 Waterloo Road, Liverpool, for the granting of passage certificates to Emigrants from Great Britain, or from any of the seaport towns in Ireland (via. Liverpool), to any of the principal Cities in the United States; and are also enabled to remit moneys to the chief cities and towns in England, Ireland, Scotland, Wales, Germany, Russia, Austria, Denmark, Bohemia, Switzerland, Belgium, and Holland.

 Land Warrants located and for sale.

Messrs. W. & S. practise in the Circuit and District Courts of the United States, and in all the Courts of Wisconsin, and attend promptly to the collection of Claims, Loaning of Money, and all matters connected with Law, Emigration and Land Agency in the State.

REFERENCES.

Hon. Judge Nelson, U. S. Supreme Court, Cooperstown, N. Y.	
Hon. Levi S. Chatfield, Attorney General, Albany,	"
Hon. John L. Scholescraft, Merchant,	do "
Hon. Erasmus Cuning,	do "
Philip T. Hearsh,	do Troy, "
Walter W. Webb,	do "
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Alexander Mitchell, Esq.,	"
P. Potter, Register, U. S. Land Office, Milwaukee District, Milwaukee.	

 W. & S. are Notaries Public; also, Commissioners for the States of Wisconsin, Michigan, Illinois, Ohio, Maine, Vermont, Connecticut and Virginia.

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AND

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And general Collecting Agent for Wisconsin and Northern Illinois.
MILWAUKEE, WISCONSIN.

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Debts collected in any part of Wisconsin, or Northern Illinois.

Money invested on undoubted securities, for from 60 days to 10 years, at from 12 to 20 per cent interest, and even a higher rate sometimes.

Monies collected in or remitted to any part of Europe,

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M. B. EDSON,

Feb. 15th, 1851.

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