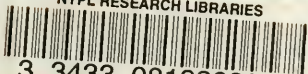


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# GOLDEN NORTHWEST

1879

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THE  
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BY JAMES MAITLAND.

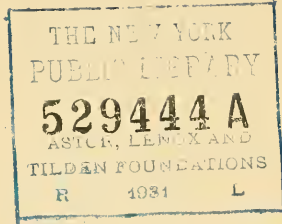
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## PREFACE.

years ago. Railroads have made these great States what they are, have thrown open to settlement millions of acres of fertile lands which without these highways of commerce would be utterly inaccessible, and have made the Golden Northwest the garden and granary of the United States.

In 1840 the entire territory included within the limits of which we shall treat had less than 75,000 white inhabitants. In less than forty years that population has been multiplied more than forty times and at the present date the population of the States and Territories named is not less than three millions and a half. The brawn and sinew of every European nation has been transferred to the wheat fields of Wisconsin and Minnesota, the golden prairies of Iowa, and the mines of Dakota, there under free institutions and with equal opportunities for all, to wrest from Nature the abundant subsistence, the home and future, denied them elsewhere.

Without rendering the work unpopular or uninteresting by an overload of statistics we shall aim to show as concisely as possible the facts as to the history, development, and present condition of this great country. While the practical will be fully kept in view, and all matters of interest from a commercial stand-point will receive their fair modicum of attention, the grand and beautiful manifestations of Nature so lavishly displayed in one great panorama to the eyes of the traveler will not be overlooked. We have striven to collate from all sources accessible, whatever of history, statistics, or description of this country could be obtained and in all points have kept steadily in view the twin qualifications of brevity and accuracy without which a work of this kind would be valueless. Railroads and manufactures, the water-power furnished by the mighty rivers, the extension of the food-producing area, and the birth and growth of the hundreds of cities which have sprung into existence will all receive due meed of attention. The limits assigned will compel abbreviation in many respects where more extended notices might be desirable but we shall feel that our work has been well performed if a perusal of this little volume shall awaken in the mind of the reader an interest in the future of a country so bright with promise and so fruitful with results as, is the Golden Northwest.





# INTRODUCTORY.



The aim of the present work being rather to chronicle matters of interest, not to be found in existing publications, than to retail information familiar to all whose reading has extended beyond the primitive school history, we shall make little attempt to expatiate on the early introduction of the Northwest to the notice of civilized men. The records of the past have had, and always may be depended upon to possess, an interest for the men of the present, but in this somewhat prosaic and decidedly utilitarian age, men are more concerned with the doings of the present and the possibilities for the near future, than with the mouldering monuments of a bygone time. The standard histories which are so plentiful, furnish much interesting data in regard to the early discoveries of La Salle, Joliet, Pere Hennepin, and the intrepid and scholarly Marquette, and to these we must refer the reader desirous of a more thorough acquaintance with the antiquities of the Northwest. Where such facts are not elsewhere given, it will be the place of this work to supply them so far as practicable in the limited space allowed.

Much of the territory forming our present Northwestern States began its existence as a part of the modern world, nominally under the dominion of that great world-conquering nation, Spain. When DeSoto planted the standard of Charles the Fifth upon the shores of the Mississippi in 1541, he took possession in the name of Spain, of all lands watered by the great river and its tributaries. As this action was entirely in accord with prevailing doctrines concerning the "right of discovery" perhaps the heaviest real estate transaction ever attempted in the West was thus nominally consummated. In an old Spanish map of North America, the section now occupied by the States of Illinois and Wisconsin may still be seen figuring as a part of the Spanish possessions.

While their Most Catholic Majesties held the barren title to this rich region, they do not appear to have ever attempted its exploration, much less settlement, both of which enterprises were left to the French, who, having gained a considerable foothold in Canada, began to push out trading and missionary expeditions to the surrounding country, and who, following the lakes, reached these latitudes some years after the middle of the century succeeding that of De Soto's exploits. On the 6th of July, 1667, LaSalle, who had obtained a patent for the exploration of the Ohio river, which was then believed to empty into the Gulf of California, in company with a body of seminarists of the order of St. Sulpice, from Montreal, bent upon the conversion of the western tribes, embarked upon the St. Lawrence and sailed up the river to Lake Ontario. The expedition landed on the banks of the Genesee, where a Jesuit had already established a mission of his order, and sought intelligence as to the object of their search, and guidance. An apparent unfriend-

## INTRODUCTORY,

liness, perhaps encouraged by the Jesuit, prevented any progress from this point, and the party, later, visited the Iroquois colony at the mouth of the Niagara river.

At this place it was learned that two Frenchmen had arrived at a neighboring village. On meeting these, one of whom was Louis Joliet, afterwards famous as a western explorer, the missionaries obtained a map of portions of the upper lake region, which he had visited in the interest of the Canadian authorities to explore the copper district of Lake Superior. They were also informed that the northwestern Indians were in need of spiritual food, and concluded to journey in that direction; while La Salle took another route and reached the Ohio across country. The missionaries, on arriving among the Indians of whom Joliet had advised them, found the French Pere Marquette and his companion Doblin already on the ground. In the following year, La Salle, having explored the Ohio as far as the falls, where Louisville now stands, embarked on Lake Erie, and passed around through the Straits of Mackinaw into Lake Michigan. Reaching the head of navigation, this voyager crossed the country to the Illinois river, which he followed to its confluence with the Mississippi, descending the latter, it is said, to the 36th degrees of latitude.

During the year 1673, the upper Mississippi was first reached by Europeans, Joliet and Marquette achieving the discovery by an expedition through the country from Green Bay. On this trip the site of St. Louis was first visited. Returning to Canada in broken health, Pere Marquette remained until the following year, when he again set out on a missionary enterprise. Passing around the lakes, his party ascended the Chicago river, and here the health of the noble Christian priest was discovered to be in such a condition that his approaching dissolution became apparent. Reviving somewhat he was able to make the portage between the Chicago and Des Plaines rivers and followed the latter to the Illinois, down which the company proceeded to the location of the present town of Utica, and here was witnessed the first "revival of religion" of that great series in the history of the West which culminated in the Moody and Sankey excitement so recently. Desirous of establishing a mission before his death, Pere Marquette labored with burning zeal to convert the aborigines, and on the shores of the river at the place named he gathered together some 500 chiefs, and thousands of warriors, women and children, to whom he unfolded the sublime truths of Christianity and the touching story of the Cross and man's redemption. This pioneer of western revivalists died a few days afterwards, on the 19th of May, 1675, in the wilderness while endeavoring to reach Mackinaw.

Lingering regretfully over the annals of this early day, we are forced by the inexorable limits of our space to pass the succeeding developments of the Northwest with scarcely more than mention. The ambitious undertakings of Count Frontenac, the new Canadian governor, aided by the enterprise of La Salle, now ennobled by the French government, the latter's companions, Tonti, La Motte, Fathers Hennepin, Labourde and Membre—all these we must slight. Nor have we room to follow closely the record of the development of the trade in furs, now beginning to assume importance, increased about this time greatly by the enterprise of La Salle. The intrigues for the monopoly of that trade, too, on the part of English and French interests; although all of great moment, are without the domain of this volume's particular mission, and are already exhaustively treated in other books. Bowing to the strong necessity for condensation, the author leaves the infant Empire of the Golden Northwest at the point where the principal factors in the problem of its future development may first be recognized as existing.

On the 22d of January, 1679, the keel of the first lake vessel was laid by Henri Tonti, La Salle's lieutenant, at the mouth of Cayuga creek on Lake Erie. In August following La Salle having returned from France, the white-winged sails of "The Griffin" were spread to the breezes, and the commerce of the great lakes had its initiation. In the labors of the missionaries we have seen the establishment of religion in the factories at Mackinaw and other points of trade, and in the launch of "The Griffin" of commerce. It will be our pleasure to note the results achieved by the operation of these forces in later days, and in the various localities of the region whereof we are writing. With these brief remarks upon the dawn of civilization in the Golden Northwest, we introduce the most attractive corner of God's footstool to the kind attention of the reader.

## CHAPTER I.

### THE STATE OF WISCONSIN — GROWTH — POPULATION — WEALTH — DEBT — CITIES — MINERALS — AGRICULTURE — NOTABLE POINTS.

The fertile, wealthy and populous country which, thirty years ago, came into the Union as the State of Wisconsin, was formed into a Territory twelve years before, out of lands formerly embraced in the Territory of Michigan. But although so recently brought under the controlling influences of civilization, there are yet existing and undeniable evidences that in years long gone by it was the home of a race of people who possessed a considerable knowledge of the art of building and of many other industries far beyond the reach of the Indian tribes who roamed over the soil and through the trackless forests of Wisconsin, when first that Territory became known to white men. The mounds, many of them in the form of outlines of animals or birds, display considerable skill in construction, and are of great interest to archaeologists, for whom Wisconsin's many antiquities have great attractions.

As to geological characteristics, Wisconsin does not present any well defined differences from the condition of its neighbors. Limestone underlies the southern portion of the State, while primitive rocks, such as granite, slate and sandstone, prevail in the northern part. Chancellor Lathrop gives the elevations of different points in the southern section of Wisconsin, as follows: At Blue Mounds, 1,170; head waters of the Rock river, 316; egress of the same river from the State, 1,280; and the portage between the Fox and Wisconsin rivers, at 223 above the level of Lake Michigan. The mineral resources of Wisconsin constitute one of its great sources of wealth. Three-fourths of the great lead region extending from Illinois and Iowa, lies in its southwestern part, and covers an area of about 2,000 square miles. La Pointe, Chippewa, St. Croix and Iowa counties are rich in copper. Excellent iron ores abound in Dodge county and on the Black river and other branches of the Mississippi, and the valuable ores of the Lake Superior region extend into the State from Michigan in great quantity. Magnetic iron, iron pyrites and graphite ore are among the other metallic products of the region, which is also prolific in fine marbles, gypsum, saltpetre, etc.

Wisconsin is situated between latitude 42 degrees 30 minutes and 46 degrees 58 minutes north, and longitude 87 degrees and 92 degrees 54 minutes west. It is bounded on the north by Lake Superior; northeast by a part of the Upper Peninsula of Michigan; east by Lake Michigan; south by Illinois; and west by Iowa and Minnesota. The Mississippi and St. Croix rivers form the greater part of the western boundary, and the Montreal and Menomonee rivers a part of the boundary line between Wisconsin and Michigan. Its greatest length north and south is 300 miles; greatest breadth east and west, 260 miles; area, 53,924 square miles. It contains an endless variety of beautiful scenery, of which we shall speak more at length under appropriate headings.

Lake Winnebago, a fine body of water, twenty-eight miles in length and ten miles wide, communicates with Lake Michigan through the Fox or Neenah river and Green Bay. Besides the great lakes—Superior on the north, and Michigan on the east—there are numerous bodies of water in the central and northern part of the State. These lakes are from five to thirty miles in extent, with high, picturesque banks and deep water. From these many rivers take their rise, a number having beautiful cascades or rapids, and flowing through narrow, rocky gorges or “dells,” the scenery of which has become famous.

The climate is healthy and invigorating, and the winters, though severe, are uniform. Considerable snow falls in the winter, and hard frosts are common and protracted. But the summers are very pleasant, and the fall weather in this favored State is of a character which greatly adds to the attractiveness of the State as a camping ground for sportsmen and a visiting place for tourists, of whom thousands annually visit the beautiful lakes and mountains.

The growth of Wisconsin and its increase in material wealth and prosperity have been wonderful. Of the 34,511,360 acres of land in the State, 24,881,271 acres were returned in 1877 on the assessment rolls of sixty counties. Their total value was assessed at \$182,895,881, or an average of \$7.35 per acre. The number of acres sown with the principle cereals was as follows: wheat, 1,445,650; corn, 1,025,801; oats, 854,861; barley, 183,030; and rye, 175,314. There were 889,018 acres of cultivated grasses, 123,420 of potatoes, 157,535 of orchards, 11,184 of hops, 62,000 of flax-seed, and 4,842 of tobacco. There were within the State 359,100 horses, 474,000 milch cows, 466,800 oxen and other cattle, 1,151,000 sheep, and 562,300 hogs, the total value of all live stock being \$53,501,495. Wisconsin has forty National banks, with a capital stock of \$3,350,000, and over one hundred commercial and State banks.

At the last Federal census there were 7,013 manufacturing establishments, having 926 steam engines of 30,509 horse power, and 1,288 water-wheels of 33,714 horse power, employing 43,910 hands. The capital invested was \$41,981,872; wages paid during the year, \$13,575,642; value of materials used, \$45,851,266; of products, \$77,214,326. No census of manufactures has been taken since 1870, but there is no doubt that they have very greatly increased. At the first Territorial census, taken in 1840, there were only 30,000 inhabitants; in 1850 there were 305,391; in 1860, 775,880; in 1870 no less than 1,330,000, now increased to over a million and a half.

In 1878 the State produced 21,000,000 bushels of wheat, 29,000,000 of corn, 28,000,000 of oats, 4,000,000 of barley, 2,000,000 of rye, and nearly 10,000,000 bushel of potatoes. It also grew 15,000,000 pounds of flax and 5,000,000 pounds of hops and made 21,000,000 pounds of butter and 14,000,000 pounds of cheese. The assessed value of personal property is \$95,000,000; of city and village lots, \$103,000,000; other real estate, \$256,000,000—an aggregate of \$455,000,000, which is scarcely half the true value of the property. The total indebtedness of the State, counties, cities, towns, and school districts, is a little over \$12,000,000, and the total taxes levied for all purposes in 1877 were \$8,000,000, being \$1.89 on each \$100 of the valuation. This, it must be remembered, includes county, city, school, road, State, and all other taxes. The State debt is very light and is almost all due to trust funds held for educational purposes. No State in the Union makes a better showing financially than does Wisconsin, and for none does the future appear brighter.

#### THE METROPOLIS OF WISCONSIN.

The site of the present important commercial and manufacturing city of Milwaukee was probably first visited by the white man in the person of Pere Marquette, who is believed to have stopped there en route from Green Bay to Chicago, in October, 1674. Two years later another missionary, Pere Claude Albouez, visited the place. With the exception of a short stay, made in the locality by Jean Buisson de St. Comes, who was

storm bound there in 1699, nobody seems to have touched at Milwaukee, for anything we know to the contrary, until 1762, when Lieutenant Gorrell, of the British American service, stopped there for a short time. In 1775 Alexander Laframbois came from Mackinaw and established himself as a trader, remaining six years, at the end of which time he returned and was succeeded by his brother. Not long after the latter was killed by the Winnebagoes, on the Rock river. In 1795 Jacques Vieur and John Baptiste Mirandean moved in from Green Bay, reviving the trading business left vacant by the death of Laframbois. At about the beginning of the present century, probably from 1805-'06 to 1810-'12, Jean Baptiste Beaubien, an agent of Mr. John Kinzie, of Chicago, had a trading post at the foot of Chestnut street. The permanent white settlement of Milwaukee began in 1818, in which year Solomon Juneau located and engaged in trade with the Indians. Nothing further was done worthy of mention in the way of development until 1833, when a number of Chicago settlers came, anticipating the withdrawal of the aborigines, which, according to the Treaty of Chicago, was to take place in 1836.

Should the reader look upon the building recently erected by the Hon. Alexander Mitchell, president of the Chicago, Milwaukee and St. Paul Railroad, at the southeast corner of East Water and Michigan streets, and try to carry his mind back a matter of fifty odd years, to the time when Juneau built his modest frame house on the same lot, he might be able to conceive something of the wonderful progress made by the town during the years that elapsed between the building of these two representative structures. What would the pioneer of Milwaukee have thought if he could have seen with the eye of prophecy that noble pile, the most magnificent and costly business edifice in America, rearing its massive front in the midst of a great commercial city, where, at the time were but a few humble log huts and frame shanties?

The first town election was held in the year 1835, thirty-nine votes being cast, and the following officers elected: Supervisor, Geo. H. Walker; Town Clerk, Horace Chase; Assessors, James Sanderson, Albert Fowler, and Enoch Chase; Commissioners of Roads, Benoni W. Finch and Solomon Juneau; Constable, Scioto Evans; School Inspectors, Enoch Chase and Wm. Clark; Path Masters, Enoch Darling, Baizillar Douglass, and U. B. Smith; Fence Viewers, Paul Burdick, U. B. Smith, and G. H. Walker; Pound Master, Enoch Chase. So small was the population at this time that, as will be seen from the "slate," there were more than enough offices to go around. It is satisfactory to know that this excess in the supply of positions of honor, trust and emolument, was not experienced by the good citizens of Milwaukee for any alarming length of time, nor has it ever returned to annoy them. At the present date it may be said, in fact, that offices in that princely young city are sought for by patriotic inhabitants to an extent which precludes the necessity of giving three or four to a single man, as was necessarily done in the initial campaign of '35.

The first sale of lots occurred in November, 1835, and by the beginning of 1836 the new village had entered upon a season of speculation and rapid growth known only in the history of our frontier towns. Of this prosperous area, Mr. J. S. Buck writes in his excellent Pioneer History of Milwaukee: "Stocks of goods would be sold out in many instances before they were fairly opened, and at an enormous profit. Every one was sure his fortune was made, and a stiffer necked people, as far as prospective wealth was concerned, could not be found in America. Nothing like it was ever seen before; no Western city ever had such a birth. People were dazed at the rapidity of its growth; all felt good. \* \* \* Some sixty buildings were erected, many of them of goodly dimensions. Streets were graded; fences established; officers of the law appointed; medical and agricultural societies formed; a court house and jail erected; and all in five short months."

The year 1836 was notable as witnessing the erection of a territorial government in Wisconsin, and the following officers were appointed to administer it: Governor, Henry Dodge; Secretary, J. S. Horner; Chief Justice, Charles Dunn; Associate Justices, Wm.

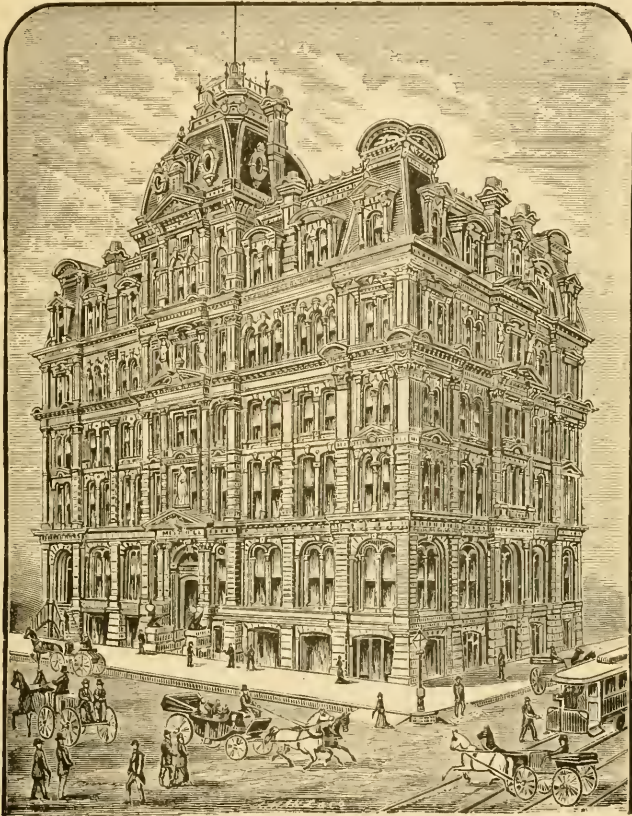
C. Frazier and David Irwin ; Attorney General, W. W. Chapman ; Marshal, Franklin Gehon. The first sheriff of Milwaukee county, Henry M. Hubbard, was commissioned by Governor Dodge, August 2, 1836. At this time the population of the county amounted, according to a territorial census, to 2,893.

Considering the enterprising character of the early settlers of Milwaukee, it is not surprising that even at this period, coincident with the infancy of railroad projects in America, they should have set their hearts upon the possession of an iron highway to connect the great lakes with the Mississippi. Byron Kilbourn, who will be remembered to the end of our natural life as the father of Wisconsin's splendid railroad system, visited Milwaukee on a surveying tour in 1834, and settled there in the following year. In connection with his career as a railroad operator, we find him first mentioned as secretary of a meeting held in Milwaukee, September 22, 1836, for the purpose of petitioning the territorial Legislature to charter a company for the construction of a railway from Milwaukee to the Mississippi, by way of Mineral Point. The project conceived at this meeting was not carried out until 1849, when the Milwaukee and Mississippi Railroad was started, but from the time the idea was first broached Byron Kilbourn and a few associates never lost sight of the advantages to the section to be reaped by means of railroads, and his and their efforts were thenceforth unceasing until the present system, which is a proud monument to the enterprise, industry, perseverance, statesmanship and patience of its promoters, was completed in the construction of the Chicago, Milwaukee and St. Paul Railroad, the most important line in the State, and one of the greatest and most prosperous in the world. This corporation controls 1,453 miles of railroad, and gridirons the commonwealth, extending as well to the neighboring States of Illinois, Iowa, Minnesota and the Territory of Dakota.

To the tourist the early history of a place like Milwaukee must be of interest, and to the settler it is also valuable, as illustrating the results produced by hard work and enterprise, seen to-day. We have for these reasons rather leaned toward the pioneer epoch in the city's history, since from the chrysalis of that early day burst forth the powerful State of the present. Before leaving Milwaukee we will note a point or two in connection with its geographical position, population, facilities, and so forth. Milwaukee lies on the western shore of Lake Michigan, at the mouth of the Milwaukee river. From a northerly direction the river flows toward the city nearly parallel with the shore of the lake. The Menomonee river flowing from the west forms a confluence with it about half a mile from the outlet. Navigation for large vessels extends for a distance of about two miles up these rivers. The population of the city has been recently estimated by competent authority at 125,000 souls. The commercial and manufacturing section of Milwaukee occupies both sides of the river for two miles. Here are the stately warehouses into whose great depths are poured the agricultural wealth of the Golden Northwest. As to sanitary advantages, Milwaukee enjoys a reputation unexcelled by any of the American metropolises. Its drainage is perfect, climate equable although moderately cold in winter, and in every respect it justifies the appropriate title bestowed upon it by the savage poets of the race that left its neighborhood so sadly and reluctantly but a few years ago—"The Place of the Beautiful."

The headquarters of this great line are in the Mitchell building, which stands on the site of the first house ever erected in Milwaukee, and is one of the most magnificent structures in the United States. It is of massive granite, six stories in height, elaborate and exquisite in architecture and surmounted by a handsome dome and tower. It is wholly of iron and stone, and is absolutely fireproof. It is provided with Wight's fire-proof columns and Hale's patent elevators, and in all its details is the perfection of utility, convenience and elegance—such an establishment as can rarely be equalled in any part of the world, constituting one of the chief ornaments of the beautiful city in which it stands, and forming a proud monument to the enterprise and public spirit of the distinguished gentleman whose name it bears.

Tributary to Milwaukee are the finest wheat growing lands in America, and the railway system of the city, reaching in its comprehensive enterprise, nearly every railway station in the Northwest, together with the uniform rules of its Chamber of Commerce for the inspection of grain, has made Milwaukee the most reliable wheat market in the world. Among the commission merchants, who by their energy, activity and solvency have been instrumental in making the Milwaukee wheat market what it is, we find first the widely and favorably known house of L. Everingham & Co., whose ample and elegant

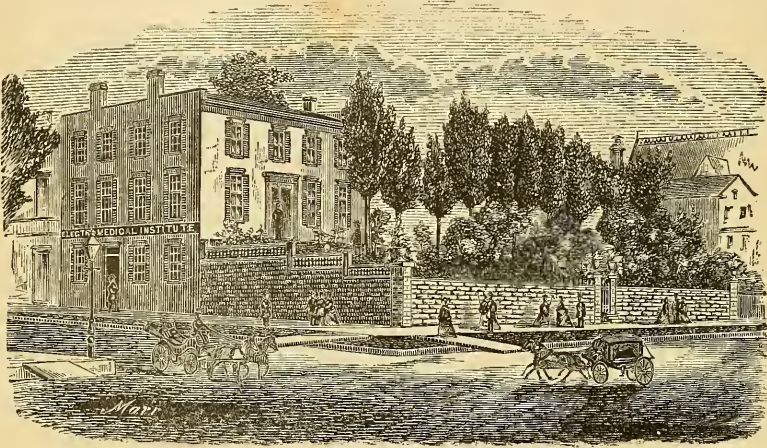


THE MITCHELL BUILDING.

offices, rooms 21 and 22, Mitchell Building, we always find nearly full of customers and clerks. We here present a cut of this truly beautiful building. The firm of L. Everingham & Co., commission merchants, Milwaukee, was organized in 1865. The volume of business entrusted to their care is second to none, and their history has been one of unbroken success. Their specialties are grain of all kinds, dressed hogs, live stock and provisions. As receivers of grain, etc., from the shippers of the Northwest their reputation as salesmen is constantly increasing. Being familiar with every channel of trade and expert judges of the quality and condition of grain, they are prepared to make such disposition of consignments, as will net the most for the shipper. Every ear of grain of any description is carefully examined and is sold by sample or put into *special bins* instead of being thrown into the elevators with grain of the same grade, if anything can be saved to the shipper by so doing. Their wide and reliable correspondence enables them to lay before their customers the earliest and most complete information in regard to the grow-

ing crops at home and abroad, and the condition and prices of the home and foreign markets. They also fill orders for shippers and millers, giving careful attention to the quality and weight of the grain, and the details of loading. Grain of all kinds and provisions for future delivery are bought and sold on margins, and their purchases and sales are always quartered.

In a city so well supplied as Milwaukee is with institutions of learning, colleges, hospitals and the like, it may seem almost invidious on our part to speak of one of such institutions to the neglect of others of like character. But we have not the least hesitation in directing the attention of the reader to the Electro-Medical Institute of this city from the conviction that this establishment is doing a good and useful work, alleviating suffering, removing both the causes and the effects of disease, and thus benefiting humanity at large. The Electro-Medical Institute was established in 1861 by Dr. F. S. McNamara, still its proprietor and consulting physician, and occupies a handsome building at No. 580



THE ELECTRO-MEDICAL INSTITUTE.

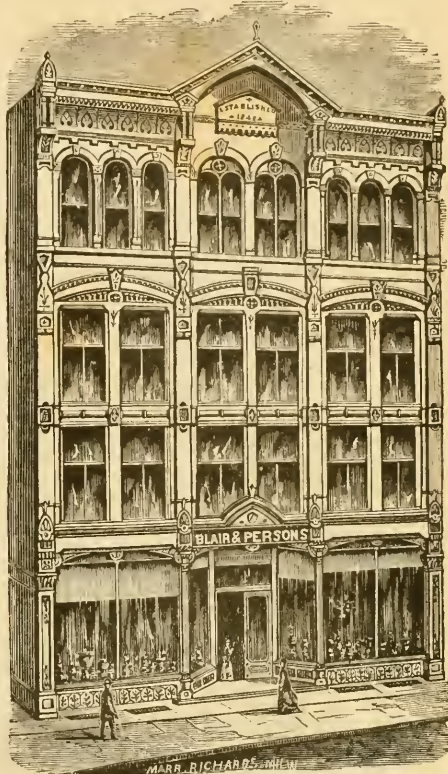
Broadway, Milwaukee. Its grounds are beautifully located and command handsome views of the residential and much of the business part of this flourishing city. The specialty of the Institute is the treatment of nervous and rheumatic disorders by means of Turkish, sulphur and electric baths, in the administration of which, Dr. McNamara has had great experience and has met with the highest degree of success. The electro-magnetic department is an important feature of the Institute, and is so arranged that the patient is submitted to just so many batteries as his disorder may require, the power of the instrument being graded according to his needs. Thus shocks are avoided and hundreds of respectable and well-known citizens stand ready to bear testimony to the efficacy of Dr. McNamara's remedies for this troublesome and dangerous class of diseases.

In treating of the great business enterprises of Milwaukee, we cannot overlook the Northwestern National Insurance Company, one of the most solidly founded institutions of the city. It was incorporated in 1869, and two years later met with a heavy loss by the great Chicago fire, which loss it honorably met, although covering over \$250,000. Since then the capital of the company has been largely increased, and losses to the amount of \$1,800,000 have been discharged. The business of the company now extends over twenty-two States and territories. The general offices are in the great Mitchell building, and the directory is composed of nineteen members, selected from Milwaukee's most noted and reliable business men.



One of the most prominent and important firms of Milwaukee, is that of Blair & Persons, who occupy a specially advantageous position at the head of the crockery, china and glassware trade of the city. This house is one of the oldest in Milwaukee, having been established in 1843, and occupies a handsome four-story and basement building, at Nos. 354 and 356 East Water street. They are large importers of high-grade fancy stocks of all kinds and keep four salesmen on the road continually. The large double store holds a superb stock of the finest goods and is favorably known, not only in the city itself, but throughout the surrounding country.

Milwaukeeans possess therefore, in their own city, and in the heart of the business centre, a house which can justly claim to rival the most important and best furnished of metropolitan institutions. The stock carried by this firm averages over \$100,000 in value and includes every article of taste and luxury in this line which the aesthetic demands of the city may call for. In articles of common use the same is true for Blair & Persons allow no competing firm to underbid them in price, or to overbid them in quality. From ordinary stoneware and queensware up to the highest branches of the potter's art, Sevres, imported China, Majolica, and all goods of the finest quality may be found here. In glassware the choice offered is, if possible, even more varied, and the quality and lowness of price are equally attractive. The firm possess especial advantages in regard to importation, and the great patronage which has been extended to them demonstrates effectively that their efforts are understood and acknowledged by their fellow-townsmen and the inhabitants of Wisconsin and adjacent States.



BLAIR & PERSONS' BUILDING.

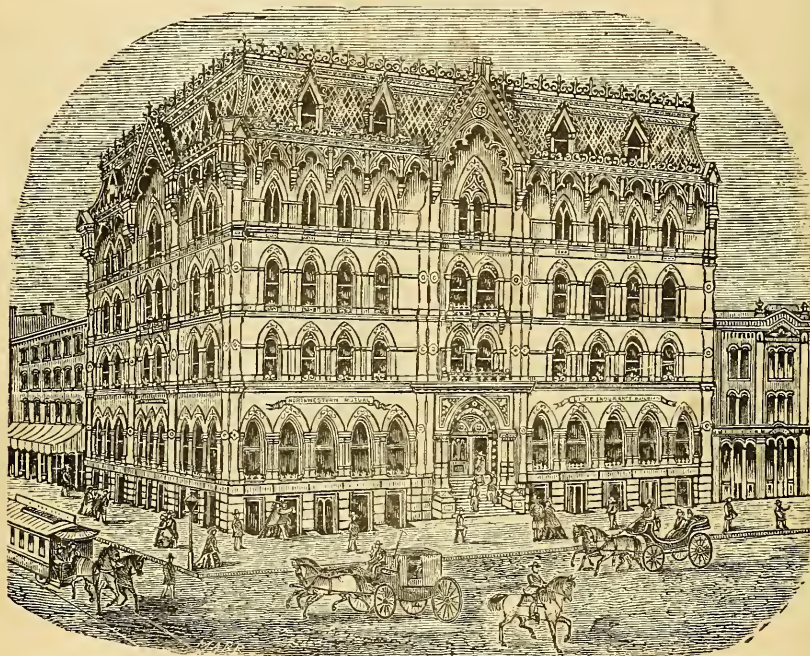
The Milwaukee Mechanics' Mutual Insurance Company has its chief office here, and is one of the solid institutions of this very solid city. Its officers are of long experience in insurance matters, and its business is conducted on a satisfactory basis, with very profitable results.

The Milwaukee, Lake Shore & Western R. R. extends from Milwaukee, where it makes close connections with all trains, through to Sheboygan, Manitowoc, Two Rivers, Forest Junction and Appleton to Clintonville. The general offices of this road are located in Milwaukee, and here may be found Mr. H. F. Whitecomb, the genial gentleman who holds the position of General Freight and Passenger Agent.

The Wisconsin Central R. R., which extends from Lake Superior to this city, having over 350 miles of track, and which here connects with the Chicago, Milwaukee & St. Paul R. R., thus furnishing the great direct through route to all points East, West and South, is emphatically a Milwaukee institution. This great road opens up a stretch of country unsurpassed for scenic beauty and which is yearly becoming more in vogue as a pleasure resort. It passes through the picturesque forests of the northern part of this great State

of Wisconsin, and opens up a country which to the hunter or fisherman has charms transcending those of any other region. At Ashland it makes connections with a line of steamers for Thunder Bay, Duluth, the famous Apostle Islands, and other points of interest and beauty. By taking this road and the Chicago, Milwaukee & St. Paul Railway which connects with it, the Chicagoan can reach the shores of the greatest of our inland seas, within twenty-four hours from leaving the metropolis of the Northwest.

One of the most potent and popular institutions of the city is the *Milwaukee Daily Sentinel*, published by the Sentinel Company. It is an ably managed, newsy, enterprising journal of eight six-column pages, and stands easily first among Wisconsin newspapers. It is Republican in politics, but temperate and dignified in its advocacy of men and measures, comparing favorably in these respects with the best specimens of American metropolitan journalism. It has earned a wide circulation, a lucrative patronage and extensive influence—in one word, success—by deserving it.



THE NORTHWESTERN MUTUAL LIFE INSURANCE CO.'S BUILDING.

The Northwestern Mutual Life Insurance Company, of this city, commenced business in 1859 on the mutual plan, and in eighteen years has accumulated assets amounting to as many millions of dollars. It has paid to representatives of deceased policy-holders and to living members in dividends over fifteen millions of dollars. The office occupies a splendid stone and iron fire-proof building on Wisconsin street, one of the handsomest structures in the city. Its method of doing business is commended by the State Auditors of Illinois and Wisconsin, as well as the leading authorities of many Eastern States and its financial standing is above all cavil.

#### RACINE.

The thriving and enterprising city of Racine, Wisconsin, is situated sixty-two miles north of Chicago and twenty-three miles south of Milwaukee and occupies one of the finest sites for a city to be found on the Upper Lakes. More than half a million dollars

has already been expended upon its harbor and the meandering river affords six miles of dock facilities. This great and growing town has over 20,000 inhabitants and is rapidly assuming commercial and financial importance. It was founded about 1835-'36 and its growth has been both rapid and steady. For more than ten years it was known as Port Gilbert, from its founder, Cap't. Gilbert Knapp. In 1841 it became a village, and in 1848 it received a city charter. Racine is the seat of numerous excellent schools and of Racine College, an institution of learning under the control of the Protestant Episcopal church, which contains over 200 students. Its annual manufactures aggregate over \$6,000,000.

#### THE WESTERN UNION R. R.

Racine is connected with Rock Island, Illinois by means of the Western Union R. R. one of the most important connecting lines of the Northwest. This railroad extends from Milwaukee through Elkhorn, Clinton, Beloit, Freeport, and Savanna to the Mississippi river, and passes through one of the richest and most fertile districts of the entire west. It makes direct and prompt connections with through trains for all points in the Northwest.

The interior cities reached by this road are all places of considerable importance, both as manufacturing centres and from a social point of view. The scenery along the line of route is of great beauty and picturesqueness. At Eagle, Beloit and Freeport, this road makes prompt connections with several lines and at the Western Union Junction is the connection with the Chicago, Milwaukee & St. Paul Railway, over which this road runs to Milwaukee. At Savanna, Fulton and Rock Island there are also valuable river connections with the Mississippi steamboats, in addition to the important railroad lines which centre at these points. The directors and officers of this road are almost all Milwaukee and Racine men of the first standing in financial and business circles. The Hon. Alexander Mitchell is president of the road, Mr. S. S. Merrill is vice-president, Mr. Fred Wild of Racine is general freight and ticket agent, and D. A. Olin is general superintendent.

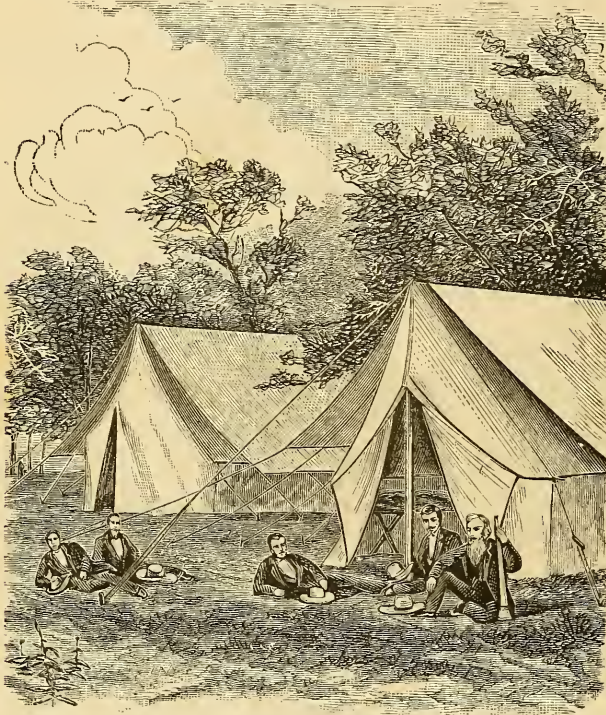
#### BROWN'S LAKE.

Brown's Lake, Island Wild, and "Gideon's Band," are three things of which it is impossible to treat separately. He who knows not of the one must be ignorant of the other, and we can scarcely realize such a degree of ignorance on the part of frequenters of summer resorts as is premised by this assumption. Brown's Lake is about two miles northeast of Burlington, on the Western Union R. R. in Racine county, and is one of the most beautiful little places in the entire Northwest. Its popularity as a summer resort dates from 1874, when a company from Racine first visited it. They found it so charming in all that contributes to health and pleasure that they determined not only to come again but to secure the lovely spot and make it their summer residence. Here, with their families and invited guests, free from the cares of business, and exempt from toil, they spend a few weeks of every year. They possess all the advantages of a fashionable summer resort, without the attendant expenses and the fashionable annoyances of more pretentious places. On an island in the lake to which the poetic name of Island Wild was given, buildings have been erected and the grounds beautified and adorned, until now he may indeed be written fortunate who receives an invitation to spend the summer with Gideon's Band.

Now, as to the Gideonites: This strange and peculiar people are believed to be descendants of the aboriginal inhabitants of Northern Illinois and the lake counties of Wisconsin. They are partially civilized—in fact many of them fill high business positions in Chicago, Racine, Milwaukee, and other cities—but the old half-savage love of the woods and prairies dwells in their hearts, and once every year, for three months or so, these pilgrims turn themselves loose upon the beautiful island of Island Wild. There they spend the time, fishing, hunting, sailing, bathing in the crystal waters of the beautiful lake, or rowing over its smooth surface, while the evenings are given up to dancing,

concerts, and many other amusements. Thus the days pass only too rapidly and the well earned holiday is only too brief in its duration. The "Band" includes so many of our best known and respected citizens, that we can only find space here for a list of its officers.

OFFICERS.—Stephen Bull, President, Racine; J. L. Drake, Vice-President, Rock Island; H. Raymond, Treasurer, Racine; Thos. St. George, Secretary, Racine. Directors—H. J. Milligan, Geo. T. Williams, Chicago; David Vance, Milwaukee; H. C. Hyde, Freeport; F. M. Knapp, H. W. Wright, Racine; Dr. C. Truesdell, Rock Island; Frank Davis, Beloit; A. E. Wells, A. Meinhardt, Burlington. House Committee—John R.



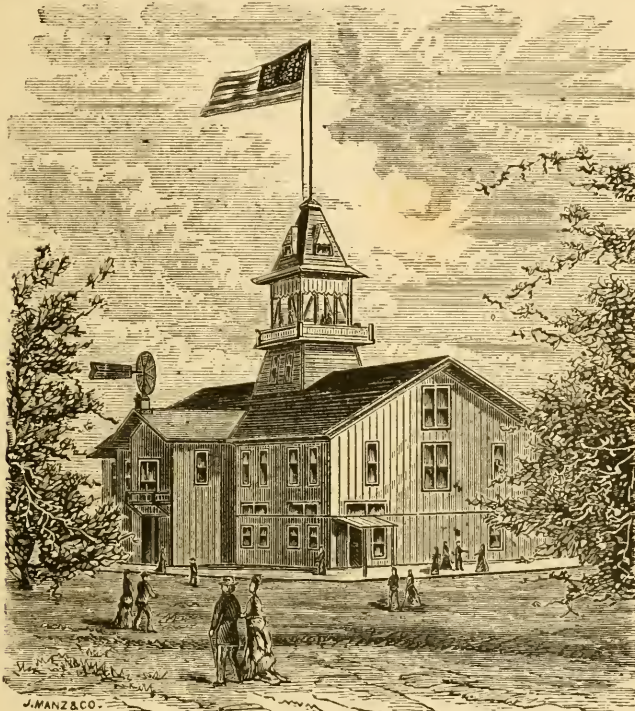
CAMPING OUT AT BROWN'S LAKE, ISLAND WILD.

Hoxie, Chicago; W. D. Rowell, Freeport; T. G. Fish, Racine; Dr. Kords, A. J. Hannis, Burlington. Past Officers—Fred Wild, first President, 1875-6; W. B. Vance, second President, 1877; S. Bull, third President, 1878-9.

Membership is limited to 125 full grown citizens, each of whom holds a share of stock in the "Band." The object of the association is solemnly set forth in the articles of association to be the promotion of social intercourse among its members, and to invigorate their physical and mental condition by providing for them upon "Island Wild" a summer resort and club house, for recreation from the cares of business. In order to keep up the tone of the "Band," all candidates for admission must be proposed by a member or members. The "Band" is limited to 125 members, and a unanimous vote of the whole "Band" is a requisite for admittance. It is one of our most successful Western institutions, composed entirely of gentlemen of high character and standing, and admittance to the charmed circle is eagerly sought and highly prized. The beautiful little island has been rendered, by the efforts of the "Band," an insular paradise. An

extremely handsome club house has been constructed ; fishing, yacht racing, steamboat excursions, and every kind of sport, can be had here in the highest perfection, and by their own handsome little steamer and sailing vessels every visitor can daily enjoy a view of scenery not to be excelled even in Wisconsin. No better example of the true pleasures of camping out can be had than a two month's trip to Island Wild under the friendly care of the jovial and hospitable members of "Gideon's Band."

Here the fortunate visitor may take his choice of pleasures. He can row, sail, fish or hunt, and better than all if he is too indolent to do either he can "loaf and invite his



CLUB HOUSE AT BROWN'S LAKE, ISLAND WILD.

his soul" as Walt Whitman has it. He can swing in a hammock under the shady trees of the pretty little island or he can recline on the crisp grass of its shady nooks "the world forgetting—by the world forgot." I take it for all in all there is no pleasanter way of putting in the few weeks of recreation which fall to the lot of the hard-worked business man than in this manner. Health and entertainment are seldom so pleasantly combined or presented in so attractive a shape.

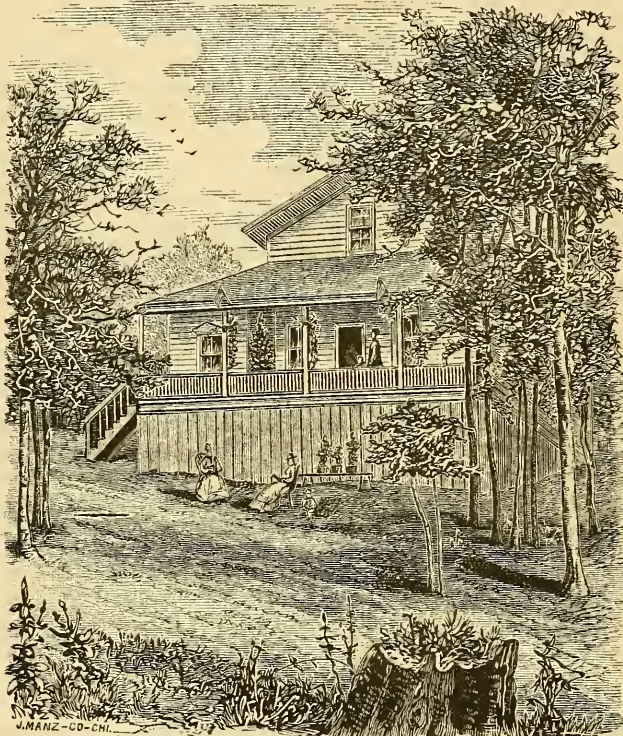
#### ELKHORN.

This is an important station on the Western Union Railroad and the junction of the branch line which extends to Eagle. Elkhorn is a lively little city of 1,300 inhabitants, and was founded in 1838. Walworth county is unsurpassed for agricultural purposes, being equally well adapted for stock raising, dairy farming, and the growth of the cereals. The watering places, within easy reach, include Geneva Lake, a noted summer resort, Delavan Lake, a beautiful sheet of water and much frequented during the season, and Lauderdale, Green, and Middle lakes, about six miles north of this point, while there are a number of small but beautiful lakes in immediate proximity to Elkhorn .

This neighborhood is well and favorably known to sportsmen, and affords some of the finest hunting and fishing in the country. Direct communication is made with the Prairie du Chien division of the Chicago, Milwaukee and St. Paul Railway by means of the short (sixteen miles) road to Eagle, Waukesha county.

#### DELANAN.

This brisk little manufacturing town is situated in Walworth county, Wis., 100 miles from Chicago and sixty-one miles from Milwaukee, in the centre of a beautiful rolling prairie, well timbered with oak and poplar, and distinguished for its handsome and varied scenery. The soil is of the greatest fertility and dairy farming forms the chief industrial pursuit. In this city are the "Gibson Mineral Springs," the water of which is considered



SUMMER RESIDENCE OF DR. FREDERIC LUDWIG VON SUSSMILCH AT DELEVAN LAKE.

very beneficial for invalids, and near these is a handsome artificial pond, which swarms with trout.

Delavan Lake is a splendid piece of water six miles in length by about a mile and a half in width, and is said to be the handsomest lake in the State. It contains much very beautiful and romantic scenery, but is more interesting to the sportsman in that its waters afford the finest fishing in Wisconsin. It is located about two miles from the railroad depot, from which omnibusses leave on the arrival of every train on the Western Union Railroad. A handsome and newly built little steamer, especially designed for picnics and excursion parties, makes regular trips around the lake during the season. Here can be found good duck hunting and immense fishing facilities. The chief of these are the pike, pickerel, bass and perch fisheries, the latter being especially fine and numerous.

One of the most beautiful of the many elegant residences to be found here is the summer cottage owned by Dr. Frederic Ludwig von Suessmitch. A native of Saxony, a man of profound learning and eminent skill in his profession, with a reputation and practice extending into many states in the west and northwest, and an enterprising and public spirited citizen, standing deservedly high in the estimation of all who know him. This handsome little dwelling was constructed by the Doctor with an eye to comfort and pleasure, and may be pronounced a perfect marvel of economic architecture. It is spacious and commodious, although compactly built, and few houses of the like character can compare with it for elegance of design and comfort of its owner.

The State Deaf and Dumb Institute is located here and occupies a magnificent building which overlooks the country for a radius of many miles. It stands in beautiful grounds, which have been greatly adorned and beautified, and are a credit not only to this enterprising and handsome little town, but to the State at large. Delavan contains a number of manufacturing establishments, the chief of which are flour and grist mills. But it will live in history more on the strength of its gorgeous and grand scenery than for its manufacturing or commercial importance. Here are concentrated all the characteristic features of Wisconsin scenery, its beautiful sheets of water, rugged rocks and fertile prairies.

#### DARIEN.

This handsome village was first settled 1836, and has steadily increased in wealth and prosperity, until it is known as one of the most thriving in this section. The soil in the neighborhood is of the utmost fertility and there is an ample supply of heavy timber. The Western Union R. R. passes through the township, and has a station at Darien.

#### BELOIT.

This is the chief city of this district, and one of the most important in Southern Wisconsin. It is distant ninety-eight miles from Chicago, seventy-eight from Milwaukee, and sixty-five from Racine, and possesses railroad communication with all points. As a manufacturing centre it has superior advantages, and it is the seat of several important paper factories, iron works and other industries. The soda and magnesia springs in the vicinity are much visited, and the hotel accommodation is good. Beloit has at least 5,000 inhabitants, and is rapidly growing. It is a great educational centre, and in Beloit College possesses one of the finest institutions of higher education in the Northwest.

#### GENEVA LAKE.

This beautiful little lake possesses several features of almost unique interest. It is several miles in length and has a wealth of varied scenery almost unsurpassed in this country. No spot in this vicinity has become a greater resort for Chicago merchants and business men, and its lovely shores are dotted with beautiful villas and summer residences. It can be so readily reached via the Western Union Railroad that business men can leave their families in Geneva for the summer, and taking the fast train Saturday evenings, can spend the Sunday there and return to town in ample time for business on Monday morning. The hotel accommodations here are very good, and there are many boarding houses, which are largely patronized during the season.

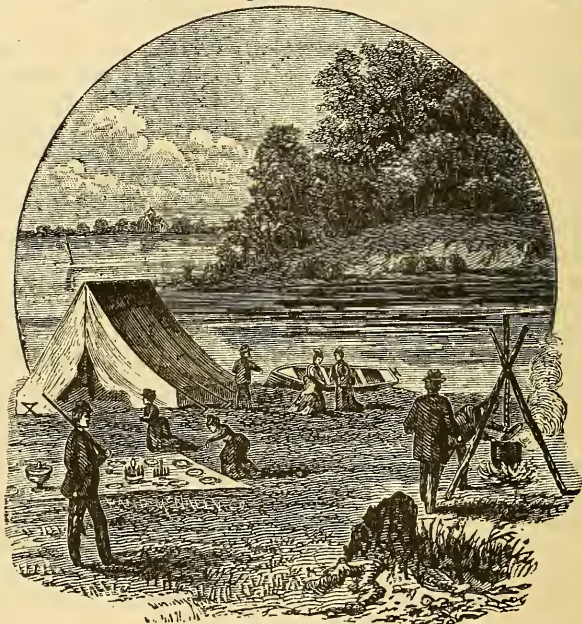
The lake is a beautiful one, indented and cut into by numerous promontories and curves of the shore, and it is a delightful place for aquatic sports. A fine steamer, built expressly for this service, plies around the whole shore daily, and several of the Chicago gentlemen residing here own steam yachts. This lake is the home of the ciscoes, a fish found, as we believe, nowhere else in the United States. They can only be caught during a few days in summer, when they rise to the surface in pursuit of the "cisco fly," an ephemeral insect which makes its appearance once a year, generally in June. Owing to the exertions of some of the wealthy residents, Geneva Lake has been stocked with several millions of valuable food-fish, and it is now perhaps the best fishing-ground in this section.

## PEWAUKEE.

Near the geographical centre of Waukesha county, and at a point distant from Chicago about 104 miles, one of the most beautiful and admired localities in the Golden Northwest may be found. The town of Pewaukee, situated at the eastern extremity of Pewaukee Lake, is the point by which we may reach a retired, delightful resort, that has become so widely known within a few years as to be familiar to almost every angler, sportsman and summer tourist in the West. The county in which this town and lake are located is noted for the number and beauty of its lakes, of which there are forty-one, as well as for their popularity. None, however, among them all exceed, if indeed any equal, the charming features of Pewaukee, enhanced by the material comforts the visitor is enabled to enjoy through the ease with which access is possible to every point of interest. The country surrounding is a fertile farming district, which is thickly populated by an intelligent and wealthy class of agriculturists. It was first settled in 1837, but did not make any very great progress until a comparatively few years ago, when its advantages as a summer resort began to be appreciated. Since that time it has steadily advanced in population and prosperity.

While other resorts boast the size and magnificence of their hotels, Pewaukee is *par excellence* the paradise of the camping party. During the warm months, hundreds of families and parties of sportsmen may be encountered "gypsy" in their snowy tents about the shores of this beautiful lake. If one longs for a taste of out-door life, and the freedom from conventionality it allows, all that is necessary is to procure a tent and camp kit and go to Pewaukee.

The Oakton springs, near Pewaukee, have for some time enjoyed a reputation for medicinal properties almost equal to the more celebrated waters found in other parts of the country. At this point a magnificent house, known as the Oakton Springs Hotel, is open during the season, and is patronized extensively by the wealth and fashion of the leading American cities. Pewaukee is reached by the Chicago, Milwaukee and St. Paul Railway, and the other places of interest in the neighborhood are either on one or the other of the many lines of this road, or within easy reach of them.



CAMPING OUT ON PEWAUKEE LAKE.

## WAUKESHA.

The beautiful town of Waukesha, Wis., which has of late years become so celebrated for the curative powers of the waters of its numerous mineral springs, is the county seat of Waukesha county, Wis.; charmingly situated on the Fox river. It is distant from Chicago 106 miles, and from Milwaukee twenty miles, and is reached by the Chicago, Milwaukee and St. Paul Railway, the Prairie du Chien branch of which road runs through



the town. Since the accidental discovery, in 1868, of the medicinal qualities of its springs, Waukesha has grown rapidly in wealth, population, and popularity as a summer resort. Crowds of invalids and pleasure seekers visit the locality every summer, and a more fashionable watering place than Waukesha has grown to be would be difficult to find anywhere in the country. The hotel accommodations of Waukesha are excellent. Nature never endowed a place with more numerous or appreciable advantages as a sanitarium than she has the locality of Waukesha. The climate in this section, Southern Wisconsin, is, to begin with, salubrious in the extreme, the natural situation of the site is remarkably picturesque and inviting, and to crown all, the advantages offered by the waters; all these together combine to render the place certain of becoming one of the leading "Spas" of the world. Its resident population is about 4,000, the number being of course largely increased during the season. The principal source of its prosperity lies in its springs, which furnish specifics for the cure of manifold disorders.

### JANESVILLE AND MONROE.

Leaving the immediate neighborhood of the State metropolis, it is impossible to travel in any direction without finding points of more than ordinary interest, whether viewed with the eye of the merchant, manufacturer, settler, or tourist. One of the many thriving and attractively located cities for which Wisconsin is noted, is Janesville, situated on both sides of the Rock river, and occupying portions of the townships of Harmony, Rock, Janesville and LaPrairie. The white settlement of Janesville began in 1833, in which year a family named Holmes built the first house—a log cabin—on the west side of the river, opposite the Big Rock, then a prominent feature in the scenery of the valley, and which gave to the crossing at that point the name of Big Rock Ford. Holmes, during the same year, laid out a town which he called Rockport, covering the ground now constituting the fourth ward of the present city. A number of pioneers settled on the east side of the river in 1837, among them Henry Janes, who erected a tavern where a large business block now stands. The city is called Janesville after this early resident. In 1837 it was made the county seat of Rock county, and the present court house, built upon the bluffs overlooking the city, is regarded as one of the finest public buildings in the State. It was erected at a cost of \$112,000. The population of Janesville is about 9,000, and its industries, principally mining and manufacturing, give ample employment to both the capital and labor of the city. The river furnishes one of the finest water powers in the West, and its shores are lined with establishments for the manufacture of various products. The flour made at this place has achieved an enviable reputation in the markets of the world, and success has also attended the enterprise of its citizens in the manufacture of woolen and cotton goods and agricultural implements. The country surrounding Janesville is well adapted to the growth of the leading cereals, especially wheat. As the Rock River is not navigable to any considerable extent, the commerce of the town is carried on by means of its railroad communications, which here ample. The Janesville and Monroe branch of the Chicago, Milwaukee and St. Paul Railway is the principal outlet for trade, and a branch of the Chicago and Northwestern Road crosses the former at this point, opening connection for the city with every important point in the land, and bringing it directly to the doors of its principal markets, Chicago and Milwaukee, from the latter of which it is only seventy-one miles distant. A pleasant place to visit or for permanent residence at all times, in the summer and autumn Janesville is as attractive a town as nature and art, backed by large material prosperity, could well make it. The climate is equable, and but very little sickness is known in the vicinity.

Another very prosperous, finely located and attractive locality, on the same branch of the Chicago, Milwaukee and St. Paul with Janesville (and its present terminus), is the town of Monroe, with a population of about 4,000. It is distant from Milwaukee 105

miles. It is expected to extend the road before long to the Mississippi river, which it strikes at Dunleith, Ill., almost opposite Dubuque, Iowa.

#### MILTON TO MADISON.

The Junction bearing the somewhat aspiring title of Milton, is probably so named from a local belief that hereabouts the poetic John might have found the earthly Eden concerning which he was so fond of speculating in blank verse. Be this as it may, the country around this station possesses attractions in the way of scenery, sport, and so on calculated to excuse the enthusiasm of its residents, as well as the many others who have visited that neighborhood. Lake Koshkonnong, five miles distant, teems with fish, prehistoric works of the mound builders abound, and the drives for many miles about are unsurpassed in the state. Milton Junction is the eastern terminus and junction of the Janesville and Monroe branch of the Chicago, Milwaukee & St. Paul Railway, sixty-two miles from Milwaukee. It offers good hotel accommodations, is somewhat noted in the surrounding regions as the seat of Milton College, and presents to the traveler a very rich and fertile farming region. This part of Rock county is chiefly observable from the fact that the principal crop cultivated is tobacco.

Whitewater, to the east, and Edgerton and Stoughton, to the west of Milton Junction, are all growing places, well worthy of a call from the tourist.

#### MADISON.

The capital of the State of Wisconsin is not only an important political centre, but well known as one of the most beautiful and picturesque places in the country. As a watering place alone, it possesses attractions and advantages that give it a pre-eminently forward place in the favor of seekers after summer rest and fashionable recreation, with all the delights of purely sylvan life thrown in, as often as one wishes to enjoy them. Madison, in addition to its other honors, is the county seat of Dane county, and occupies an isthmus about three-fourths of a mile wide between Lakes Mendota and Monona, in the centre of a broad valley surrounded by heights from which it can be seen a distance of several miles. The distance from Chicago to Madison is only 138 miles, and from Milwaukee 95 miles. It is reached by the Milwaukee and Prairie du Chien line of the Chicago, Milwaukee & St. Paul Railway, and it is connected with northern and northwestern points by branch lines which strike the Chicago and St. Paul line of the same road at Watertown thirty-six miles east, and at Portage City, thirty-nine miles to the north.

The resident population of Madison is placed at 15,000, but during the summer this number is largely increased by fashionable immigration from all parts of the United States, the South, however, being best represented. It is very rarely the case that a watering place is able to combine the attractions of unspeakably beautiful scenery, excellent hunting and fishing, surroundings of the greatest interest to the botanist and archæologist, with all the refinements and facilities of metropolitan life. Madison, through her state institutions, university, library, and so forth, offers all those opportunities for study so dear to the professional or scientific man, and the further and important desideratum of a wealthy and cultivated resident, society, is not to be overlooked. Lying right around the city are four most charming lakes. On the northwest, Lake Mendota, the largest of these, is about six miles in length by four wide. It is edged with shores of clear shining gravel, and is deep enough (average sixty feet) for navigation by steamboats. The second in size, Lake Monona, is somewhat smaller, and has not so great a depth, but is still able to support a small steamer which makes pleasant excursions.

Among the prominent features of the town is the State Capitol, a fine stone structure built upon a commanding eminence some seventy feet above the level of the lake, and surrounded by a handsome public park of fourteen acres. College Hill, and the University of Wisconsin upon its brow, are also noticeable, looming up above their surroundings, about a mile west of the capitol, and 125 feet above Lake Mendota. Delightful drives abound, and everything may be found at hand to tempt the visitor to linger on and on

until snowfall. Facilities for procuring board are adequate, excellent boarding houses abound, and there are in addition several passable hotels. A majority of visitors prefer the quiet and privacy of semi-private families, hence the hotels have not had sufficient encouragement, perhaps, to compete with those of other and even less favored summer resorts.

#### MIDDLETON TO PRAIRIE DU CHIEN.

Situated in the same county with the state capital, and distant from it but a few miles, the little village of Middleton has claims upon the attention of the traveler, which are recognized by all who visit Madison, as well as by many who even prefer its simplicity and economy to the more aristocratic life of the city. With the latter this charming hamlet is connected by both steam and rail, as it is a station on the Chicago, Milwaukee & St. Paul Railway, and only a mile and a half from Lake Mendota. Added to the natural advantages it enjoys in common with its distinguished neighbor, there are several considerations that give it a character peculiar to itself. About four miles from the station there is a large cavern known as Richardson's Cave, easily accessible by carriage, which has excited the wonder and admiration of thousands. The cave is of natural formation, and according to tradition has furnished a safe retreat for outlaws, who were not uncommon in the pioneer days of Wisconsin, and who found at this spot a convenient depot for plunder and place of rendezvous near the settlements, while their operation extended southward into Illinois and westward far into Iowa. On the very site of the peaceful village of to-day, once stood the camp of Blackhawk's dusky army, and where now the church bell calls the people to thoughts of love and mercy, the scalp dance of the savage braves was celebrated, not so long ago but that people yet live who fled as the invading Indians horrid yell broke the stillness of the lovely valley. The adjacent country is devoted to farming and stock raising, and prosperity has long shone upon the locality. All that is left to remind the older settlers of the struggles of early days, is an occasional tomahawk blade or arrow-head picked up now and then, as the good wife trowels her garden beds, or the farmer turns a furrow in the wheat field.

Between Middleton and Prairie du Chien, the Chicago, Milwaukee & St. Paul trains whirl the traveler through a section overflowing with life and happiness, and displaying every indication of material progress and prosperity. Want of space prevents us from giving a detailed description of the thriving towns scattered over this stretch of country; the leading ones are Cross Plains, Black Earth, Mozomanie, Arena, Helena, Spring Green, Lone Rock, Avoca, Muscoya, Blue River, Boscobel, Woodman, Wauzeka, and Bridgeport. One of the above is entitled to particular mention, in the interest of all who are devotees of trout fishing. Lone Rock station, 225 miles from Chicago and 140 from Milwaukee, is noted for the quantity and quality of its speckled trout, and for the fine shooting to be had in the neighborhood. Numerous parties from the cities visit Lone Rock in the summer and fall. The name of the place is derived from an isolated rock standing in the Wisconsin river at this place, which was used by the Indians as a landmark.

#### PRAIRIE DU CHIEN.

We have remarked in another place that the history of the posts of Prairie du Chien and Green Bay cover about all that is known of the early white settlement of Wisconsin, comprising nearly its entire record up to the present century. Pere Marquette is believed to have visited the site of Prairie du Chien in June, 1673, at the time when he reached the Mississippi, by passing up the Fox to the Wisconsin River, and thence out upon the broad expanse of the Father of Waters. Later, in 1680, Pere Louis Hennepin was probably in the locality. The place was occupied by the French as a fortified post at a very early day. The exact time is a matter of dispute among historians, but there seems to be some evidence that it was at as remote a time as 1680.

According to current opinion, in 1726 a hunter and trapper from Canada settled here permanently. His name was Cardinelle, and he came accompanied by his wife, Mme.

Cardinelle was undoubtedly the first white woman who ever saw the spot where the prosperous city of Prairie du Chien now stands. Her memory should be held in reverence by the citizens of the town, for she honored it in surviving to the good old age of 130 years, thus bestowing upon the neighborhood the very best eulogium it could have for the sanitary excellence of its climate. Numbers of people have attempted to equal the old lady's longevity, and with every desire to accomplish the feat, but without success; still, the environment of the city remains to this day favorable to health and prolongation of life.

By the treaty of 1763 the town passed from French into English hands, and at this time the former are supposed to have abandoned the settlement, for Capt. Jonathan Carver, who visited it in 1766, found an Indian town of 300 inhabitants, and referred to it as a mart for the trading enterprises of the neighboring tribes. During the struggle for American independence, Prairie du Chien was the scene of an affair in which a small expedition in the British interest descended upon the place and destroyed a quantity of furs gathered there by American traders. In 1786 it was surrendered to the United States. Major Z. M. Pike, U. S. A., found a village of 370 souls here in 1805, and the fort had then a small garrison commanded by Capt. Fisher. During the second war with Great Britain, Prairie du Chien was again taken possession of by an English and Indian expedition under Col. McKay. The fort capitulated after a gallant defense, and the Americans were allowed to embark, not, however, without calling forth the most strenuous efforts on the part of the British commander to save them from massacre by his savage allies.

A very interesting paper on the history of Prairie du Chien appeared not long ago in the *Wisconsin State Journal*, of the authorship of which we are not advised. Among other things some recollections connected with Fort Crawford appear, which we think well worthy of reproduction: "In 1816, old Fort Crawford was erected here by Col. Hamilton, upon what is known as the Island, or where the railway depots now stand; but owing to high waters of '21, '26 and '28, it was decided by Col. Zach. Taylor to erect a new fort upon higher ground. The site chosen was Pike's Hill, a high, projecting bluff, three miles below, on the Iowa side, because of its commanding both the Wisconsin and Mississippi Rivers, but after two years successive failure to build a road that could not be affected by the disastrous floods that visited the region, it was abandoned, and a position on the main land, which is about forty feet higher than the island, was selected and in 1832, New Fort Crawford was completed and occupied. Many are the historical reminiscences given of the early days of Fort Crawford, and many are the incidents and adventures related of the men who subsequently became conspicuous in the annals of our history. Perhaps none figure more conspicuously, or so often, as does Jeff. Davis—or, as he was familiarly known in those days, "the little nigger"—not because of his exuberant spirits, amounting to dare deviltry, but rather because of his recent notoriety. True, here he first received his initiation into the rigor of military life on the frontier; but as he remained here but a short time, being ordered to Fort Winnebago as speedily as possible by Col. Taylor, who disliked him heartily, we cannot credit that he figured in all the incidents related of him, as it would have necessitated a continual season of wakefulness and fasting, neither of which are leading characteristics of our Jeff. Here it was, so it is said that he surreptitiously wooed and won the fair Noxie Taylor, and the consequent ill-will of *pater familias*, Old Zach! This has passed into history; and the window through which she escaped, and the rope by which she descended to the arms of "the little Nig," would be shown as evidence of the truthfulness of the romance, had the house been left standing and the rope preserved; but unfortunately for posterity, they are numbered among the things that were, and, inasmuch as she was but twelve and he twenty, when he was stationed here, and they did not marry for over four years after this, and then in Louisiana, the faithful chronologist is forced to write, upon the authority of one who knew both parties intimately, and who learned his first words in English from Jeff, that the whole story, or rather all the stories of the elopement, are of the purest fiction."

## LAKESIDE.

It has been our pleasure to show to the world how Wisconsin can lodge a good part of the world in her hundreds of summer hotels, with plenty of room and conveniences left for thousands who sensibly prefer the primitive enjoyments of camp life. But the varied advantages of summer life in the Badger State do not stop here. One of the most engaging resorts in the section is entirely confined to cottage life, and every year a temporary community of cultivated people from all parts of the country is established at Lakeside, a collection of summer cottages on the beautiful Lake Pewaukee. Of the lake itself, we have written at some length in another place. Suffice it to say that at the quiet and lovely spot now under consideration, every advantage is enjoyed which could be realized by stopping at any other point in the locality, in addition to which the possession of a little home of one's own for the summer is to be calculated. Lakeside has frequent steamer communication with Oakton Springs and Oakton Springs Hotel, a fashionable watering place on the opposite side of the lake, besides which there are row-boats and yachts in abundance, according to the taste of the visitor. Lakeside is located on the north side of Pewaukee Lake, twenty-three miles west of Milwaukee, on the La Crosse division of the Chicago, Milwaukee & St. Paul Railway, and is equi-distant from Waukesha and Oconomowoc, being about ten miles from each of those places. Summer residence at Lakeside affords opportunities for obtaining the benefit of the various Spas for which Waukesha county is celebrated.

## HARTLAND.

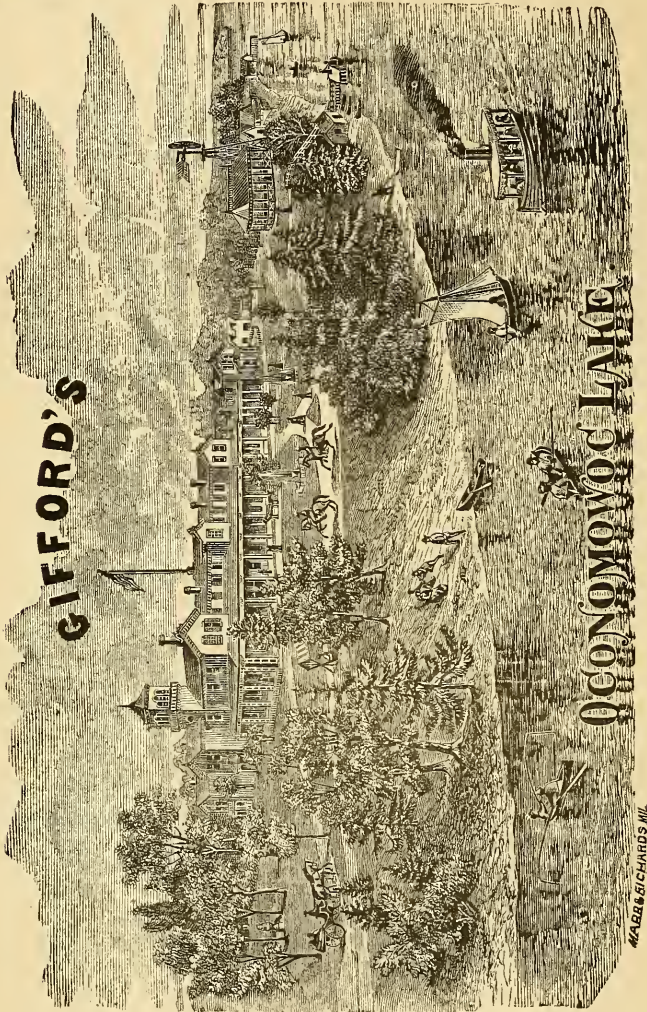
Near this station, on the Chicago, Milwaukee & St. Paul Railway, 108 miles from Chicago and twenty-three from Milwaukee, are a number of the beautiful lakes that stud the bosom of Waukesha county. Summer cottages for the entertainment of visitors abound on the east side of Pine Lake, on Beaver Lake, and on North Lake, all in the immediate neighborhood. The last of these has of late attained to a considerable popularity, vieing with the older resorts of Waukesha and Oconomowoc as a place for fashionable summer residence.

## NASHOTAH AND DELAFIELD.

At Nashotah we strike the centre of Waukesha county's remarkable lake system. The station is 111 miles from Chicago, and twenty-six from Milwaukee, on the Chicago, Milwaukee and St. Paul Railway. Nashotah is the *entrepot* for summer visitors, who yearly flock to resorts on Pine Lake and at Stone Bank to the north; and south to Delafield, where the Nemahbin Springs Company are making improvements. Nashotah is the seat of a theological seminary connected with the Anglican church. The buildings of this institution cover some of the most attractive sites in the neighborhood, which abounds with positions for the erection of public buildings or residences, of surpassing beauty. Four lakes in a cluster, the two Nashotahs and the two Nemahbins, surrounded by high banks, affords a variety of delightful landscape seldom equalled in other places. The fishing about this locality is so good that it, alone, attracts a large number of people from distant points every year, while all the other qualifications of a fashionable summer resort are possessed by Nashotah and Delafield, and their immediate surroundings, in the utmost degree. Among other means of enjoyment, the drives hereabouts are celebrated for their scenery, as well as for the excellence of the roads.

Those who visit this part of Wisconsin with the especial object of angling for the most part go to Delafield. About two miles south of Delafield enchanting drives lead from several directions to the observatory, on Government Hill. A gradual rise of heavily embowered hills leads to this commanding eminence, 670 feet above the surrounding country. A government observatory, 100 feet high, formerly occupied the brow of this hill. It was burned a few years ago, but will probably be rebuilt shortly. From this point a view for miles in every direction may be obtained, which has been regarded for its picturesque beauty and variety of scene, shade, life and tone, to rank among the

finest landscape effects in the world. Over thirty lakes may be seen from this mount and the meanderings of the streams which connect them are noted in glimpses of sparkling water, here and there, as they appear and disappear in the courses through dense woodland and open fields; now hidden in deeply shaded valleys, and again winding through acres of golden grain.



### GIFFORDS.

This favorite summer resort for families is beautifully situated on the banks of Oconomowoc Lake in an extensive grove of forest trees and near the centre of one hundred acres of beautiful hills and dales, meadows and forests, interspersed with romantic rambles and walks. The magnificent scenery, pleasant drives, excellent roads, healthful climate, invigorating atmosphere, wonderful springs, elevated location and facilities for sailing, driving, bathing, bowling, fishing, and many other enjoyments are not surpassed, even if they are anywhere equalled in the northwest. The Gifford House, fronting south,

west and east, is situated on the north shore of the lake upon a bold bluff running somewhat into the water, forming a peninsula, and it overlooks the lake and its magnificent surroundings. Grand old forest trees ornament the undulating lawns and afford delicious shade. Giffords is upon the Chicago, Milwaukee and St. Paul Railway, about 113 miles west from Chicago, and trains from both Milwaukee and Chicago stop at the station three minutes walk from the house. A fully equipped livery stable is maintained and there is a telegraph office and many other conveniences in the Gifford House.

#### OCONOMOWOC.

Oconomowoc, in the dialect of the Pottowatomies, means the Place of the Beaver, and this title was given by its Indian possessors to the locality where the flourishing city of the same name stands to-day. Oconomowoc has a population of about 2,500, and is situated on a narrow isthmus between Lae La Belle and Fowler's Lake, in Waukesha county, Wis., 116 miles from Chicago, by the Chicago, Milwaukee and St. Paul Railway. This town and its neighborhood would be interesting alone for the remarkable wealth and advanced development of its agricultural resources. One of the richest farming regions in the world, it has grown apace under the spur of modern improvements, in the methods and appliances of agriculture, until it presents to the eye the picture of a great garden, every inch of which is made to produce a rich return for the husbandman's care. But to the general public, Oconomowoc is better known and more widely appreciated as one of our leading American watering places. The climate, to begin with, is delightful, and a welcome change to the visitor *blase* of the searching winds of the great lake shores, or the heavy atmosphere of the lower regions of the south and east. The rarified condition of the air as the traveler approaches this point, becomes readily apparent to the senses, since from the east, from the borders of Lake Michigan, or from the flat regions westward, there is a gradual rise, until at the town an elevation is reached of 300 feet above the level of Lake Michigan.

Within a radius of nine miles from Oconomowoc, there are forty-one lakes, all offering the most enchanting scenery, and presenting nature in forms so prolific in variety and beauty that the pen is powerless to depict their attractiveness. The clear waters of all these lakes are fairly alive with fish of every variety sought for by the fisherman, while the romantic woods and hills around abound with game of all descriptions common to the State. In and about the town, on the various shores, a number of gentlemen from Chicago, Milwaukee, and the South, have elegant villas, with spacious and handsome grounds attached. The jaunty fleet of steam and sailing yachts owned by these cottage residents, forms a pleasant element in the summer idyls of the place. Near the Draper House and within the city limits, the elegant and hospitable country seats of Clarence and Harold Peck, George Shufeldt, George Severance, and Charles A. Dupee, all of Chicago, form an important adjunct to the charming social life and gaiety of the resort. For the facilities of visitors who are not fortunate enough to own places, there are ample accommodations in the way of fine hotel and numberless boarding places. Draper Hall, with ample and pleasant grounds sloping to the shores of both lakes, has long enjoyed an enviable reputation for the extreme neatness and perfection of its appointments and the excellence of its *cuisine*. This house opened in 1869 as a strictly summer hotel, but its popularity became shortly so great as to justify its being kept open the year through, as it has been now for several years. A large number of trim, rakish yachts and row-boats are kept by the proprietor for the convenience of his visitors; bowling alleys, wine rooms and bath houses are within the grounds, and everything has been done that money and taste could do to make Draper Hall the embodiment of a summer resting place for bachelor, belle, or family.

#### WATERTOWN.

About fifteen miles west from the centre of the fascinating lake region whereof we have been treating in the papers immediately preceding this one, the tourist finds him-

self at the busy manufacturing and commercial city of Watertown, in Jefferson county. Concerning this fertile section of the State, we quote from a letter written us by a gentleman prominently connected with its business interests. He writes; "This is one of the interior counties of the state. Its surface is gently undulating, and interspersed with woodlands, prairies, and openings. It is abundantly watered by numerous lakes, rivers, rivulets and springs, and in places thickly covered with heavy forests containing a choice variety of timber, amply sufficient for all commercial and economical purposes. The soil is rich and well adapted to the production of wheat, barley, rye, oats, potatoes, fruits, and other staple crops. The county contains 368,640 acres of land, two-thirds of which are under cultivation, and more than three-fourths of the remainder capable of cultivation. In regard to water power, it is one of the most favored counties in Wisconsin."

Watertown, aptly so named, is a city of about 11,000 inhabitants, situated on both sides of the Rock River, at a line between Jefferson and Dodge counties. It is distant 129 miles from Chicago, and 280 miles from St. Paul. At this point the Watertown and Madison branch of the Chicago, Milwaukee & St. Paul Railway forms a junction with the Chicago and St. Paul line of the same road, affording the city ample railroad communication with all points. The Minneapolis and Wisconsin division of the C. & N. W. R. R. also touches the town. The Rock River furnishes a magnificent water power at this place, which has been utilized by the erection of three dams across the stream. It is a point of considerable business importance, and a number of extensive manufacturing enterprises are successfully carried on. There are several large flouring mills, a brick factory, saw mills, founderies, pottery works, wagon factories, and factories for the production of sashes, doors, blinds, and cabinet ware.

The comfort of the traveling public is catered to by several comfortable hotels, and the pushing life of the energetic residents finds variety and rest in trips to Lake Mills, a summer resort ten miles south of the city. From Watertown to this latter point, and in fact throughout the entire locality, finely graded roads offer seductive bait to citizen and stranger to enjoy the smoothness and attractiveness of the local scenery, behind a spanking team, which a moderate outlay will always secure. The foreigner "doing" America need not think he has seen our country until, among other points of interest, he has paid a visit to Watertown and the splendid section of the Golden Northwest in which it lies.

#### PORTAGE CITY.

Portage City, the shore town of Columbia county, Wisconsin, is situated at the head of navigation on the Wisconsin River, as well as on the ship canal which connects the Wisconsin with Lake Michigan. The population of this town is something over 5,000, and it justly claims no mean commercial importance, as its lumber interest has for many years supported an extensive commerce with the leading markets of the country. Steamers and barges are in constant movement between this point and Green Bay, and the traffic in the lumber and other lines of trade support this thriving community in a manner justifying the increase of population which has been noticeable during the past years. Portage is the northern terminus of the Madison and Portage line of the Chicago, Milwaukee and St. Paul Railway.

#### FOX LAKE.

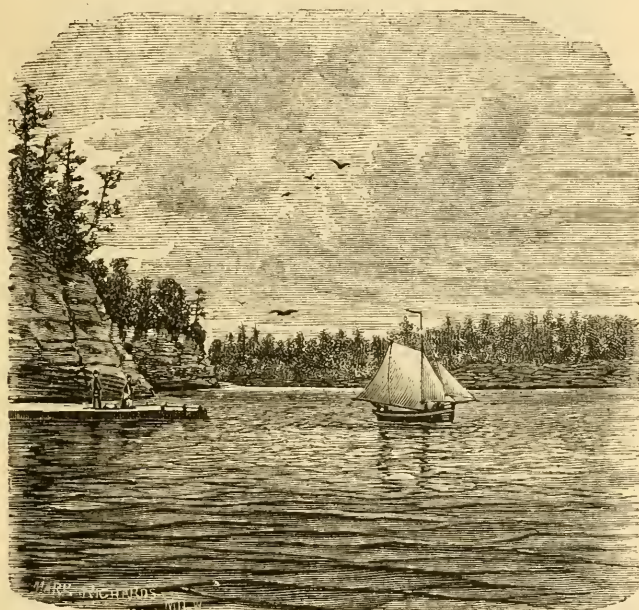
Fox Lake, in Dodge county, Wisconsin, is a pretty and prosperous town of 2,000 inhabitants, located on Beaver Dam River, at the foot of Fox Lake. It has an excellent water power, and contains a number of large manufacturing establishments. The lake is a beautiful body of water, nearly circular in form and in the neighborhood of three miles in diameter. It is studded with romantic islands and is a favorite resort of anglers. Forty thousand young Mackinaw trout are planted here annually, and these, with the numerous game fish indigenous to the waters, give all the locality a deservedly high reputation for its piscatorial allurements. The land in this locality is high and rolling,



and a good deal of prairie is encountered. The soil is a rich black loam, with clay subsoil. Like all that part of the State, the country here is finely wooded, red and white oak, hickory, poplar, white and black ash, basswood, white and red elm, black cherry, and a limited amount of hard and soft maple, being the leading timbers. The agricultural products are principally wheat, the leading crop; corn, oats, barley and potatoes. Railway connection is maintained with all Christendom by way of Fox Lake Junction, two miles distant, on the Chicago, Milwaukee and St. Paul Railway. With this station the town is directly connected by a line of street cars. Fishing parties who visit Fox Lake will find reasonable facilities for obtaining boats and tackle.

#### KILBOURN CITY AND DELLS OF THE WISCONSIN.

The neighborhood of Kilbourn City is in many respects, without doubt, the most interesting point in the state of Wisconsin. Here the tourist halts to visit the Dells of



AT THE HEAD OF THE DELLS.

the Wisconsin River, a treasure-house of the wildest scenery, than which the famed beauties of the Canons of the Yellowstone or the picturesque Watkin's Glen in New York, are not greater. Nor is this locality alone interesting because of its weird, impressive surroundings, for connected with it are reminiscences of Indian days, and tales and traditions of the wild raftsmen's life of early white settlement. Almost every spot along the banks of the river for miles hereabout is identified with some legend of tragic interest.

Kilbourn City is a small town of 1,200 inhabitants, situated on the Wisconsin river, at the crossing of the Chicago, Milwaukee and St. Paul Railway and was named in honor of Byron Kilbourn, who was superintendent of that road at the time the village was located. It is distant from Chicago 193 miles, from Milwaukee 109, and from St. Paul 225 miles. The first buildings, a dwelling house and a printing office, were erected in 1855, and in the following year a number of settlers came in. The crossing of the railway had been anticipated at a point a little lower on the river, and there quite a settlement had sprung up; but when the bridge was finally begun at its present site, the

houses were pulled down and the community almost to a family moved up to Kilbourn City. As to the general character of the surface in this vicinity, it is "generally rolling and broken by numerous ravines, the latter generally transverse to the Wisconsin river; which borders the river on the west and south. The soil varies somewhat after the fashion of a checker-board: a tract of clay covered heavily with white and black oak alternating with a patch of light sandy soil marked with stunted burr oaks and 'jaek pines.' Clay or clayey loam predominates, about four-fifths of the land being adapted for tillage. The leading products are wheat and other cereals, hops, potatoes and apples." Some years ago Kilbourn City was the most important supply market for hops in the state, but the falling of in prices of late years has materially diminished the production.



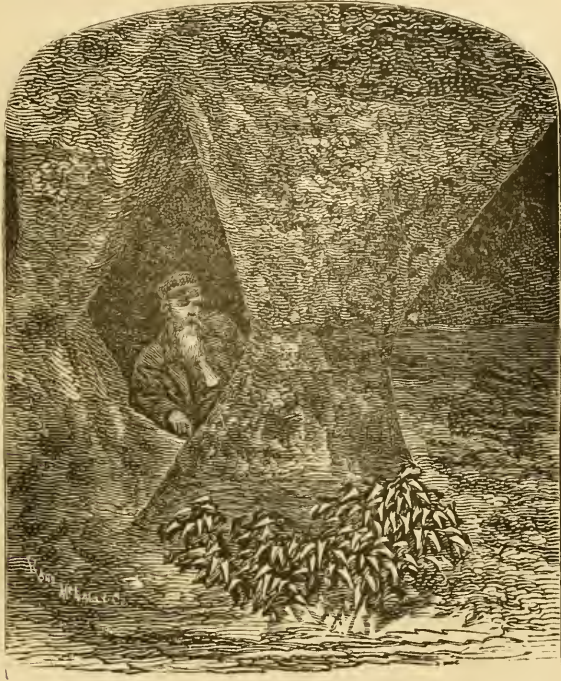
COLD WATER CANON, DELLS OF THE WISCONSIN.

Several manufacturing establishments are in operation in and about the village, among which a saw mill and flouring mill are the most important. There are many stores, five churches, a post office, several insurance offices, and the Bank of Kilbourn, the latter an institution of greater influence and importance than the size of the town would naturally suggest. It is presided over by the Hon. J. Bowman, who is also resident director of the Chicago, Milwaukee and St. Paul Railway, and has been honored several times with a seat in the Assembly and Senate of Wisconsin.

There is an excellent and popular hotel at Kilbourn City, the Finch House, where every accommodation needed by the traveler or summer visitor is supplied as completely as the most exacting watering place habitue could ask. The public are to a great extent under obligation to the proprietor of this house, Mr. W. H. Finch, for the celebrity his efforts have given the Dells. With the latter, Mr. H. H. Bennett, the noted landscape

artist of the Dells, divides the honor of having brought the region to public attention. The cuts with which this paper is illustrated are from stereoscopic views taken by him. Copies of the originals are scattered over the civilized world, as there are scarcely any rivals of this enterprising and enthusiastic artist in the wholesale photographic business in the Northwest. Kilbourn City is connected with other points by the Chicago, Milwaukee and St. Paul Railway and its connections. There are stage lines running daily to Baraboo and other local points.

Of course by far the greatest claim that Kilbourn City has upon the attention of the outside world, consists in its position as the gateway of the Dells. Overshadowed by

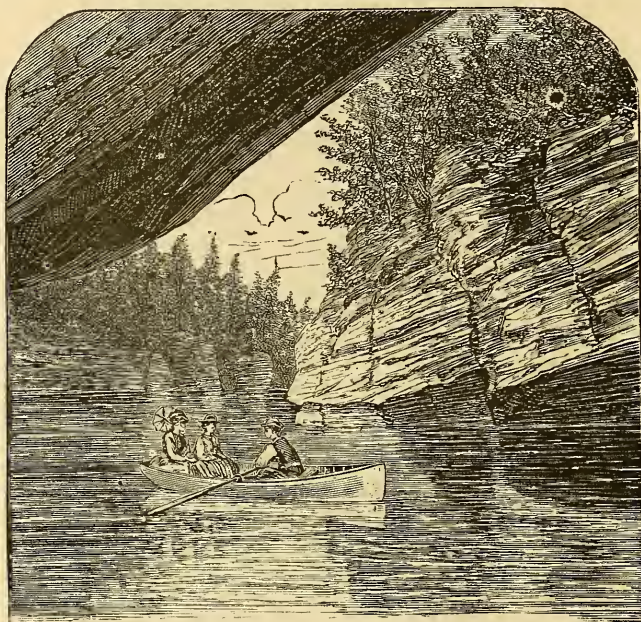


DIAMOND GROTTO, DELLS OF THE WISCONSIN.

the greater attractions of these, still alone worthy to make the place one of interest, within the town limits there is a beautiful glen, only the more charming because one almost steps out of the street into its secluded depths. Just back of the handsome public school building, and only a block or so from the Finch House, Taylor's Glen commences. It is a pity that such a romantic spot should be handicapped with such a plebeian name, but in this respect it is not more unfortunate than Watkin's Glen, the very designation of which is enough to keep people away from it. Prosaic or not this is Taylor's Glen, and the visitor is amply repaid for his trouble in rambling, or rather scrambling through it. At the head of the glen it is only an ordinary looking ravine, but advancing a few hundred feet the descent is considerable and the walls on either side nearly meet overhead. The sides of the canon are festooned with vines and climbing wall flowers, while tufts of sweet ferns and mosses form foils of the richest velvet brown and green hues, setting off the gaudy colors of the more pretentious wild flora around. Farther on the dell ends abruptly at a tunnel about a hundred feet in length, hollowed out of the solid rock. It consists of a single low chamber, dark as night, through which the pedestrian has to walk nearly doubled. At the lower mouth of the tunnel the scene

opens on a miniature lake surrounded by high walls. Ascending the practicable side of this pocket, the path leads on to a commanding bluff that overlooks a broad bend in the river. From above the subdued sound of water as it rushes through the rapids below the railroad crossing, greets the ear pleasantly, and the view commands a broad landscape, including river, hill and valley, too placidly beautiful for description. Here on the bluff one may well imagine the scene of savage sacrificial rites, while from its jutting front Indian maidens may have dashed themselves into the sorrow-healing depths below, as probably as from the thousand other rocks in the Golden Northwest, said to have thus been consecrated to romance.

Below this point the river winds its way to the southwest, amid scenes of savage



UNDER BLACK HAWK'S LEAP, DELLS OF THE WISCONSIN.

beauty only less picturesque than the Dells above. To the geologist, angler, or adventurous idler, nowhere in the country is such an opportunity for pleasure or study offered as here in the chance to make a canoe voyage down stream to the Mississippi.

The trip from Kilbourn City through the Dells is made on the steamer *Dell Queen*, a staunch and handsome boat, built expressly with reference to the dangerous navigation of the river in this part of its course. The wrecks of other boats and the non-support of some still existing, shows the traveler plainly that he should be careful to enter the "Jaws" only on the safest kind of a vessel. The master of the *Dell Queen*, Capt. Bell, is probably one of the few living persons capable of safely navigating these treacherous waters; his experience on this river dating from boyhood, and his knowledge of it including every rock, eddy, current and bar from the headquarters to the Mississippi.

From just above the splendid iron bridge of the Chicago, Milwaukee & St. Paul Railway, that throws a span across the river 400 feet long, the *Dell Queen* points its bow up stream. On the right as the steamboat landing is left behind, the saw mill perched upon a high bank, is passed, and then the river makes wide bend to the northward, its right bank alternately hills and rolling mounds, covered with living green in every tint and shade. On the opposite side the bluffs rise abruptly from the water, forming palisades.

the very miniature of those grand natural structures on the Hudson. These palisades slope gradually to the point where the singular formation known as the Pillared Rocks occurs. Above these natural colonnades, in the face of the walls, myriads of swallows have built their nests, and their busy flight in and out of their tiny domiciles lends to the scene a feature of microscopic life and strife that delicately tones down the otherwise ruggedness of Nature's visage. Past the Pillars the shores bend inward to the Jaws of the Dells, a narrow passage guarded on either side by High Rock and Romance Cliff. A

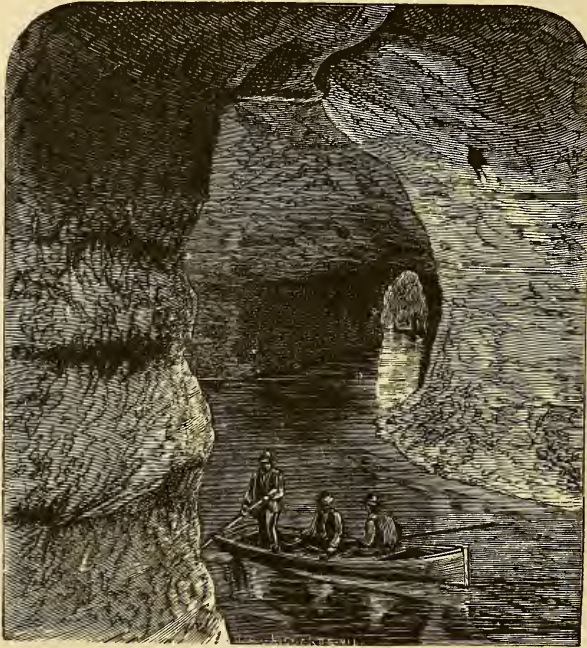


WITCHES' GULCH, DELLS OF THE WISCONSIN.

little further on Chimney Rock stands up, looking like the ghost of some deserted fire-side. After Chimney Rock comes a little patch of clear sandy beach over which the swallows are flitting by thousands, fluttering as they bathe at the water's edge, and twittering to each other like so many little magpies.

A sudden change from the innocent bird life of the beach [just left, is suggested by the sight of an old wicked looking house that stands alone in a lonely place, at the second bend of the river to the north from Kilbourn City. The site is the old bed of the river, surrounded by the bluffs whose bases were once washed by its rapid flow. This is known as Allen's Tavern, and its founder still lives there, a recluse and misanthrope. Here this early settler planted himself in 1837, when the only white men in the region were the raftsmen who floated through the Dells on their way from the pinceries to the Great River. With these wild men, Allen's was a favorite stopping place. The rapids below made it necessary for them to double up crews, and here, while the passage of the chute below was being effected, numbers of these desperate characters were wont to congregate for

days together, and through the whole season there were always a greater or less number quartered at the place. Dark stories hang about the old house, and legends of men murdered for their money and thrown into the secret waters of the river, are whispered to this day in the gloaming, as the farm house circle gathers round the fire-place. Deadly quarrels have been fought out between the house and the shore, the victims' bodies falling prey to the water-fiend of the Dells, who never gives up his dead. Upon the scenes of those days light has never been thrown. Old man Allen could tell tales if he would, but he seldom speaks to his fellow men, even casually, or unless some necessary want compels him, but lives in the old deserted tavern, whose windows, boarded up, shut in



CAVE OF THE DARK WATERS, DELLS OF THE WISCONSIN.

with him the ghosts and phantom cries and blood stains of a time and life forgotten by all around save this sole surviving actor.

North from Allen's the river rushes through the Narrows, a place famed for its dangerous navigation, and to this day the terror of lumbermen. In the spring of the year the current is so rapid and treacherous, and the channel shifts so often, that the chances are terrible of breaking a raft in pieces, and hurling logs and men helplessly down into the mad, foaming depths. The river at this place is only fifty-two feet wide, but nothing is seen on either side that could afford a foothold or even a hand grasp to the drowning man. Once in the water, the strongest, most expert swimmer goes down and down, never to come up again. Above the Narrows the action of the current has chiseled out of the solid wall one of the most striking formations ever seen. It has become known as the "Navy Yard," from the fact that the rocks shelve outward from the base, and pointing obliquely up the stream, look for all the world like a row of ships' prows. At this point the view is grand and impressive in the extreme. On the opposite side of the river Black Hawk's Cave may be seen near the top of the bank. Here, hanging over the boiling torrent, the opening to his hiding place, screened by the friendly foliage of crevice-grown trees and bushes, the bold and dreaded Indian prince lay secreted from

his enemies for many months. Parties of whites and their native allies scouted up and down the Wisconsin, and all over the surrounding country; but stowed away in his narrow hole in the rock, Black Hawk laughed at pursuit until treachery exposed the place of his concealment, and he was taken prisoner. The truth of this chief's capture at the Dells has been bitterly assailed, but the statement rests, nevertheless, upon strong and nearly conclusive evidence. Lerun, who was an Indian agent in the locality at the time, stated, a few years ago, that he met Black Hawk under charge of One-eyed Decorah, between Portage and Fort Winnebago, and that the former informed him that he was taken near his cave at the Dells. Yellow Thunder, an Indian chief who died recently at



EATON GROTTTO, DELLS OF THE WISCONSIN.

the age of 120, often stated to residents of Kilbourn City that Black Hawk was captured within a few hundred yards of the cave, and that the great chief had repeatedly told him so, at the same time relating the circumstances of his capture in detail.

Rattlesnake Rock, a high, round mound, looms up beyond the cave. Its name suggests the cause of its rather unpleasant notoriety, and the denizens of this cliff have been interesting, if not agreeable, subjects of consideration by the people around. Artist's Glen, a narrow and charming little spot, winds its moss-covered way into the hills near this, and prepares the visitor for the greater wildness and beauty of Cold Water Canon. Here the steamer makes a landing, and a long plank walk leads the visitor into the depths of the canon. For some hundreds of feet the path winds between high walls whose altitude must be nearly 200 feet, and which almost meet at the top. A cold spring-water brook flows at the bottom of the cleft, rendering peregrination somewhat difficult. Presently the sides widen, and the Devil's Jug is reached. This is a most peculiar and startling freak of nature, scarcely susceptible of description, but suggestively named from its singular formation.

Leaving Cold Water Canon the succeeding objects of interest to the north are Ruffle Rocks, and Fortress Rocks (vulgarly called Steamboat Rock, from the fact that steam-

boats are barely able to circumnavigate it). The latter is an island cut off from the mainland by the terrible force of the water, and stands out in the stream solitary, a monument of solid rock sixty feet high by three hundred in length, and about half that in width. All along the shores on either side points of interest crowd upon the eye—grottoes, chapels, caves, pillared caverns, through which a row-boat can easily push its way—and the most grotesque forms chiseled by the hand of Nature abound, until the eye is almost weary of the phantasmagoria presented to it. The Devil's Arm-Chair, a comfortable seat hewn out of rock, occupies a commanding position on the summit of a high bluff. Then, conveniently near, the Sharks Heads crop out; gaunt, savage looking protuberances from the bank, wickedly waiting for something to crush against their vicious fronts. After these, Diamond Grotto, and then there are rocks that look in shape exactly like the great oyster shell one sees hung out for signs in front of seaside restaurants. One could easily imagine them to be the mummies of giant progenitors of our shell fish. Such forms, and a hundred others, occupy the attention until the crowning scenic glory of the Dells is reached—the Witch's Gulch.

Here again is a steamer landing, and with some difficulty the tough little Dell Queen is warped to the bank. A footway leads around the face of a bold promontory, and along the bank of a creek, following up to the sources of the little rivulet, far in the recesses of the gulch. Wild as is the scenery of Cold Water Canon, it is nothing to the sombre, rugged Satanic wildness of the Witch's Gulch. A short walk leads through a canon of great height, from which the light of day is all but excluded, only peeping in at the top between crevices of the great lapping rocks, to Phantom chamber, wherein the lights and shadows play in ghoulish sport, and where the force of the elements has produced a style of architecture only agreeable to phantoms and perhaps crazy people.

Two cascades of considerable height and volume have to be surmounted in the exploration of Witch's Gulch, and when the moss-grown steps over the latter and larger of these are climbed, the mind is forcibly called back to experiences in the Cave of the Winds at Niagara Falls. Ordinary care will avoid a wetting, and the climber soon finds himself in the air and sunlight again, in a pretty little vale between high hills just back of the gulch. A rest and a lunch here is a good preparation for the return trip, during which last there is leisure to fix in the mind the beauties that are to be carried away for future reflection.

Let not the tourist think he has gazed upon the wild natural scenery of America, until he has visited the Dells of the Wisconsin.

#### MAUSTON.

This town, situated in Juneau county, is a small place of 1,200 inhabitants, chiefly interesting because of its attractive surroundings and the facilities the neighborhood affords for hunting and fishing in their seasons. Mauston is 212 miles from Chicago, 128 from Milwaukee, and 197 from St. Paul. White settlers came to Juneau county as early as 1827, but the site of this village was not reclaimed from the wilderness until the latter part of the following decade. The surface of the country is generally hilly, the soil consisting of clay in the western, and of sandy loam in the southern portions. Excellent timber abounds, principally pine, walnut, maple, and scrub oak. The leading products are wheat, oats, corn, rye, and hops. The stock and dairy interests are also important and growing. Wagon works, a plow factory, flouring mill, and iron foundry, constitute the manufacturing enterprises of the place.

The peculiarity and beauty of the scenery about Mauston is found in the number of bluffs, singly and in groups, that dot the face of the country. These vary in height from one hundred to two hundred and fifty feet, and are moulded in myriads of grotesque forms. Black Hawk's Council Bluff is the most noted, lying about one mile west of the village. Here it is said the last council was held by Black Hawk a short time before his capture at the Dells. Castle Rock, Lone Rock, Twin Bluffs, and the Devil's Chimney



are the other natural curiosities upon which the inhabitants pride themselves. To the sportsman or angler Mauston is a point of more than ordinary interest. The rivers abound in fish of every variety and exceptional size, while the country is one of the best shooting grounds in the West for bears, wolves, deer, foxes, ducks, geese, swan, quail, pigeon, partridge, and prairie chicken. Good accommodations are available to the visitor, who reaches the town conveniently by the Chicago, Milwaukee and St. Paul Railway, from any part of the country.

#### TOMAH.

Tomah is the junction of the Chicago, Milwaukee and St. Paul Railway with the Wisconsin Valley Railroad, and is also the terminus of the latter. Grand Rapids, an important manufacturing town, is reached from this point, also the great lumber market of Warsaw. Tomah is 238 miles from Chicago, and 171 from St. Paul. The vicinity is celebrated for its magnificent trout fishing, which brings annually a large number of visitors from all parts of the West and South.



TROUT FALLS, SPARTA, WIS.

#### SPARTA.

Sparta, a city of 3,500 inhabitants, is situated in the upper part of the La Crosse Valley, twenty-five miles from the Mississippi, on the line of the Chicago, Milwaukee and St. Paul Railway. It is distant 225 miles from Chicago, and 154 miles from St. Paul. Both as a sanitarium and fashionable summer resort, Sparta enjoys a reputation unexcelled by any watering place in the country. The site of this town could not be exceeded for beauty of situation, and the culture resulting from its financial prosperity has been active in adorning it with all that art can do in rendering the beauties of nature still more enjoyable. Nowhere in the West is there a more beautiful village. It possesses handsome business and public buildings, a number of church edifices graceful in architecture, private residences constructed with excellent taste, and generally surrounded by ample grounds neatly laid out. The streets are arboresced with beautiful trees, and nothing

indeed is wanting to impress the visitor with the quiet and elegance of the surroundings. The scenery in the vicinity of Sparta is already celebrated. From the town may be seen Castle Rock, five miles distant, looming up over seven hundred feet above the level of the river, and displaying its proportions to the eye as it lifts its head far above the numberless large bluffs that encompass the valley. The summit of this rock affords a view of the country for many miles around. The hills of Minnesota, far away across the Mississippi, are plainly visible, and in every direction a vista of surpassing loveliness opens to the spectator; hills and valleys covered with verdure, and intersected by hundreds of sparkling, running streams and brooklets, where the anglers delight to tarry and the royal speckled trout make their home by thousands. Picturesque drives extend and cross in every direction; romantic sites for camp grounds, often in the summer dotted with the snowy tents of tourists who like to take their holiday *au naturel*, abound everywhere, and the rod and fly of the expert angler whip and whisk along the banks of rivulet and cascade. Two years ago over twenty tons of speckled trout were captured in these waters.

Added to the remarkable healthfulness of Sparta, which had made it a resort for invalids for many years, since 1867, when the wonderful mineral springs were discovered, it has been visited for the benefit of the waters by legions of health seekers from every corner of the continent. At least 25,000 visitors drank at these healing fountains during the season of 1878. The comfort, ease and speed with which it is possible to take a trip to Sparta from any point of the map, via the Chicago, Milwaukee and St. Paul Railway, in addition to the wonderful and varied attractions of the vicinity, together assure for the place a leading rank among the great watering places of the United States.

#### BANGOR.

One of the favorite hunting and fishing resorts in the State is Bangor, 225 miles from Chicago, and sixteen miles from the Mississippi, near the La Crosse River. It is accessible by the Chicago, Milwaukee and St. Paul Railway, and offers many inducements to the sportsman not to be encountered anywhere else. Deer, foxes and wild turkeys, together with wild fowl, abound in the immediate neighborhood. A fine trout stream flows through the village, and excellent bass, pickerel, pike and other fishing is to be had in the La Crosse River near by. Good trained bird dogs may be hired here without trouble, and a large pack of fox hounds is kept by the Hon. John Bradley, who lives at Bangor in the summer. Fair hotel accommodations are obtainable.

#### LA CROSSE.

La Crosse, which ranks as one of the most important cities on the Upper Mississippi, is a town of 10,000 inhabitants, on the east bank of the great river, at the mouth of the La Crosse. Besides its ample river accommodations, it has extensive and important railway connections reaching out in all directions. The Chicago, Milwaukee and St. Paul Railway crosses into Minnesota at this point, over an iron bridge, one of the finest structures of the kind in the country. The superstructure is all wrought iron, for a single track railway, and consists of five fixed spans, 150 feet each, crossing the *old channel*, *i. e.*, between the Wisconsin shore and Minnesota Island, and of two spans 164 feet each; one span 250 feet, and a pivot span 360 feet, crossing the *main channel*, *i. e.*, between Minnesota Island and the Minnesota shore, thus making the total length of iron superstructure of the bridge 1,678 lineal feet. The substructure is of masonry resting upon pile foundations. The superstructure rests upon stone abutments and piers. The eastern terminus of the Southern Minnesota Railroad is also at this point, and close connections are made for Rushford, Lanesboro, Spring Valley, Ramsey, Albert Lea, Wells, and Winnebago City. La Crosse is 129 miles from St. Paul, and 280 from Chicago, by the Chicago, Milwaukee and St. Paul Railway.

The first white man to locate in the wilderness where now this thriving community flourishes, was Nathan Myrick, who came in 1841 and established himself as an Indian

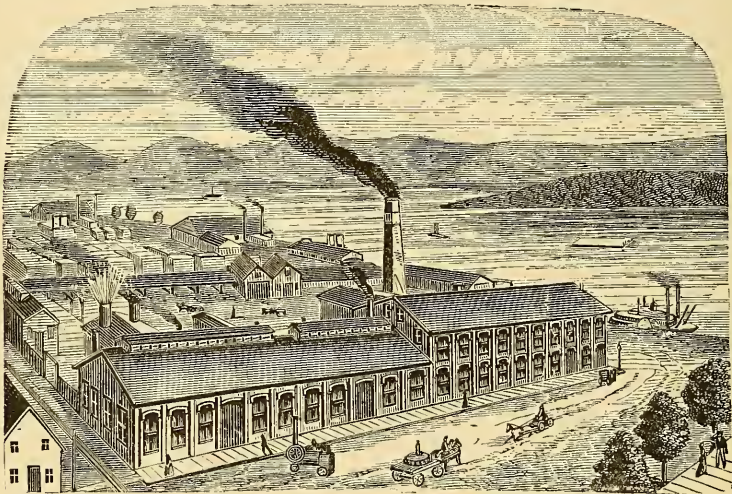
trader on the island, whence in the following year the natives allowed him to move to the site of the present city. Myrick was soon after joined by J. B. Miller, and in 1845 John M. Levy came in from Prairie du Chien. At this time the total white population was only twelve--seven males and five females. The city occupies an extremely eligible situation on a level prairie between the river and a line of bluffs some distance back of it. This prairie was once, and up to the time of white settlement, the great ball playing ground of the Indian tribes for hundreds of miles around. Every year the nations buried the hatchet and came to the smooth plain by the Father of Waters, to engage in friendly tournaments. The early French visitors called the peculiar game played "la crosse," and from the circumstance of this having been the grand capital of the aboriginal "national game," the settlement was called afterward by the same name. Just above the town the Black River empties into the Mississippi, bringing down its rapid current the wealth of the pineries, in the handling of which the place has such an important interest. Down this stream, which rises far up in the northwestern corner of the State, many million feet of pine logs are annually rafted down to La Crosse, where the greater part is cut up into timber.

Lumber is the chief interest of this busy town and one of the greatest of the factories engaged in this is that of Mr. Charles L. Colman, who handled over 15,000,000 feet of lumber in 1878. This rich and influential manufacturer who came to La Crosse when it was but a hamlet and who has by perseverance and industry built up a magnificent business is one of the leading merchants of Wisconsin. In 1854 he built a modest little saw mill. He was burned out, rebuilt, was burned out again, and in 1875 his present magnificent mill property was erected. Its dimensions are 60x197 feet, with two large gang saws. The capacity is 120,000 feet of lumber per day. Mr. Colman is one of the heaviest operators in his line in the West, owning several large lumber yards along the line of the Southern Minnesota Railway, as well as immense tracts of pine land on the Black and Chippewa rivers. He was Mayor of the city in 1868, and is honored and respected by his fellow-citizens to an extent that would render almost any political ambition easy of realisation. Mr. Colman manufactures and deals in gang sawed lumber, lath, shingles, sash, doors and blinds, and building material. He is also the owner of a fine flouring mill with eight run of burr stone.

The great milling firm of A. A. Freeman & Co., successors to E. V. White & Co., is composed of Messrs. A. A. Freeman, M. L. Freeman and E. Zeidler, all gentlemen of acknowledged business experience and capacity. The situation of their handsome and commodious mill on the banks of the Mississippi affords them extraordinarily good facilities for making connections both by road and river. Their mill employs a 300 horse-power Harris-Corliss engine and has fifteen run of French burr stone and a producing capacity of 500 barrels of flour per day. The well known and superior brands of "Superlative" and "Dundas" are produced solely by A. A. Freeman & Co. and have achieved a reputation second to none in the market. In quality of stock and perfection of manufacture Freeman & Co. may justly claim to lead the milling trade and they have from a comparatively small beginning built up an immense trade which the superior quality of their goods enables them not only to retain but to increase. This business is one of the most successful in La Crosse.

The large steam marble works of G. R. Montague are located at South Front and Pearl streets, where can be found every variety of American and Italian marbles. A. Hirshheimer & Co.'s great plow works in this city, form an object of interest to all interested in the commercial development of this section. In the immense wholesale and retail dry goods house of Mons. Anderson, LaCrosse possesses an institution of the highest character and of which it is excusably proud. There are many important manufactures and commercial houses and several flourishing newspapers, of which the *North-western Miller* is one of the most important.

A number of elegant churches, schools, county, city, and other public buildings, strongly evidence the general wealth, culture, and public spirit that make LaCrosse the delightful place for business and residence that it is. The private houses, many of them, are homes that for taste in structure and appointment are not to be exceeded in the metropolis. Hotel accommodations in such a commercial and industrial centre could not fail to be good. The leading hotel, the Robbins House, is everything that could be desired in the way of comfort, elegance, and convenience to the leading trade localities. A generous table, ample stables, airy and handsomely furnished rooms, afford every facility to the tourist or business man that any unexceptionable hotel can. This is the only first-class hotel in the city, and is located in the heart of the business centre. It has over fifty bedrooms, with alarm bells and gas in every room. Mr. E. G. Robbins is the proprietor, E. G. Robbins and Maurice W. Fowler have charge of the office and give every attention



LA CROSSE MACHINE SHOPS.

to the comfort and convenience of travelers. We know of no better or more desirable house in the Northwest than the Robbins House.

The chief financial institution of LaCrosse is the LaCrosse National Bank, which was started two years since with an actual paid up capital of \$100,000, while its directors and stockholders are all old and respected citizens, representing not less than \$2,000,000. On January 1, 1879, the resources of this bank were \$346,253, and there was \$161,578 of undivided profits on hand. The officers of this highly successful institution are: G. C. Hixon, President; Charles Mitchell, Vice President; S. S. Burton, Cashier. The directors are: G. C. Hixon, G. R. Montague, H. H. Withe, Geo. Edwards, Chas. Michel, John Michel, James Vincent, and B. F. Healy. The bank does a conservative and substantial business which is rapidly extending in volume, and is one of the most important institutions of the kind in the Northwest.

#### THE SOUTHERN MINNESOTA RAILROAD.

This important railroad stretches across the entire southern part of this great State, from La Crosse, Wisconsin, to Fairmount, Minnesota, and it is proposed to extend it at an early date to Bismarck on the one hand and Yankton on the other, thus opening up a wonderfully rich and productive region. It passes through many flourishing and important towns, such as Ramsey, Wells, Albert, Lea and Winnebago, and brings to La Crosse

the garnered productions of a great country. Its connections at La Crosse are valuable and direct and it is one of the most important lines of this section. The headquarters of the road are at La Crosse, Mr. John M. Egan being the superintendent.

#### SCHLESINGERVILLE.

It is necessary to retrace our steps, and commence again at Milwaukee. Journeying northward the traveler might spend many weeks in visiting the numerous places of resort affected variously by the sportsman, angler, or summer-day idler. Probably the first point on the line which would arrest the attention of the tourist, would be the village of Schlesingerville, Washington county, thirty miles north of Milwaukee, about 115 miles from Chicago, and 330 from St. Paul. It is reached by the Chicago, Milwaukee and St. Paul Railway, through its Ripon, Oshkosh and Berlin division. The vicinity of Schlesingerville shows traces of having been a favorite resort of the Indians in remote days, as indeed it was within the memory of early settlers yet living, the reason being found in the excellent shooting and fishing of the locality. Cedar Lake, a beautiful sheet of water and one of the prettiest in the extended system of lakes of the State, is only three miles from the village. It has a local reputation for its bass fishing, and of late years has been largely patronized by parties from the South. The country about is rolling, fertile, and well timbered, and the sanitary conditions are all that could be desired. In the village, manufacturing is carried on in a limited way. Accommodations for travelers are said to be adequate.

#### WAUPUN.

Waupun, in Dodge county, notable principally as being the seat of the Wisconsin State Prison, is a town of 2,500 inhabitants, on the Rock River. It is distant from Chicago 156, from Milwaukee sixty-eight, and from St. Paul 299 miles. The leading object of interest is the state prison, two miles from the station, which is reached by stages running regularly. The prison building is a fine structure, and is generally considered to be one of the most complete and perfectly appointed penological institutions in the United States. A rich grain and stock country surrounds the town. Waupun was first settled by whites in the year 1856, and has progressed rapidly in wealth and industry to the present time. The principal local manufacture is carried on in the prison, where 350 convicts are employed under contract with a leading Chicago boot and shoe house, turning out products estimated in value at \$1,000,000 annually. There is an establishment of some extent in the town for the manufacture of wind-mills. Ample means of communication are had with the outside world through the Chicago, Milwaukee & St. Paul Railway system. Green Lake and Lake Emily, within easy distance of the place, furnish excellent resorts for pleasure and good fishing, and are largely visited from Waupun.

#### HORICON JUNCTION.

At the southern end of Horicon Lake this station is situated on the Chicago, Milwaukee and St. Paul Railway, fifty-four miles from Milwaukee. Near the Junction a large dam was erected many years ago, and the back-water resulting from this obstruction flooded the country for miles around. Deprived of their old highway to other waters, the fish in Horicon lake increased in number until the water was literally alive with them. The neighboring farmers used to back their wagons into the current, when the boxes would at once become filled with fish; a little energy on the part of the drivers enabled them to get on land with a load of their finny prey, and the victims were at once devoted to the fertilization of the land. Later, when the dam was removed, the subsidence of the water left a vast extent of marsh, which very soon became the breeding ground of myriads of wild fowl. The old popularity of the place as a fishing ground gave place to equal favor with the lovers of field sport. Here the sportsman may find all the varieties of the wild duck, besides brant, geese and swan. Large parties visit this

locality every season for the hunting and fishing, and every facility is found on the spot for the full enjoyment of a visit. Comfortable accommodations and good boats are to be obtained without difficulty.

#### RIPON.

A number of natural beauties, combining with advantages of situation and historical associations of no little interest, render the little city of Ripon, Wisconsin, a point of more than ordinary attraction, even among the many interesting places in this favored state. The city is situated in the western part of Fond du Lac county, eighty-three miles from Milwaukee, at the point where the Chicago, Milwaukee and St. Paul Railway diverges to Oshkosh, the crossing of the Sheboygan and Fond du Lac Railroad. On the latter line, six miles west of Ripon, is Green Lake station, on the lake of the same name, long celebrated among the disciples of Izaak Walton for its magnificent fishing, and popular with the sportsmen of the country as well for the excellent duck and other shooting its neighborhood affords in season. The lake is irregular in form, and is about fifteen miles in length, with an average width of three miles. Facilities for reaching this inviting spot from Ripon are ample, by the trains over the Sheboygan and Fond du Lac road. This railroad although not of great length fills an important function. Glenbeulah eighty miles from Sheboygan is the point to leave this road for Elkhart Lake. The Sheboygan and Fond du Lac Railroad extends from Sheboygan to Princeton and passes through a very beautiful and diversified country. This is one of the finest sections of Wisconsin and a favorite resort of tourists.

#### WINNECONNE.

This pleasant town is in Winnebago county, fourteen miles northwest from Oshkosh, where it is situated on Wolf River, near the mouth of Fox River at the outlet of Poygan Lake. The northern terminus of the Milwaukee and Winneconne line of the Chicago, Milwaukee & St. Paul Railway touches this point. Winneconne has a population of nearly 3,000, and is a thriving town in the midst of a prosperous lumber and agricultural district. The place was settled in 1844, and has enjoyed a steady growth. The industrial interests of Winneconne are principally in the direction of lumber manufacture, and there are a number of wealthy firms engaged in this line of business. The facilities for sport and pleasure possessed by this town are unsurpassed. Poygan Lake is rapidly becoming one of the the greatest favorites among all the lakes, for hunting and fishing; it contains an area of seventy miles, being about twelve miles in length and an average of four and half miles wide. Its shores and bays abound with snipe, plover, plover, woodcock, ducks and prairie chickens, while its waters teem with game fish of many descriptions; among these bass, sturgeon, pickerel and pike may be mentioned. In addition to its railway connections, this place has water communication with Oshkosh and New London, via the Wolf River line of steamers, under the able superintendence of Capt. Thos. Wall, a veteran in river navigation.

#### OSHKOSH.

The city of Oshkosh, the county seat of Winnebago county, is a fine town of 15,000 inhabitants, situated on both shores of Wolf River, at the point where it empties into Lake Winnebago. It is the northern terminus of the Oshkosh and Milwaukee line of the Chicago, Milwaukee & St. Paul Railway, and has water communication by vessel to Wolf River points. Lake Winnebago is noted as being the largest lake in the state, as well as for the extreme beauty of its surroundings. It has an area of about 212 miles. Its greatest length, which is north and south, is about twenty-eight miles, and its width from ten to eleven miles. On the eastern shore a singular formation skirts the lake for fifteen miles. It consists of a wall of stone piled about five feet high, and so regularly that it appears to be of artificial construction; but it is doubtless due to the action of ice through long periods of time. This lake lies within the boundaries of Winnebago, Calumet and

Fond du Lac counties. It lies at an elevation of 160 feet above the level of Lake Michigan. The depth of the water is varying and in places quite shallow, but in general it is sufficient for purposes of navigation. Fox River forms an outlet for the ship canal connecting the Fox and Wisconsin Rivers. Oshkosh owes its commercial and industrial importance to the lumber trade of Northern Wisconsin, for which it was formerly the great mart. A number of saw mills and the manufacturing establishments employ a considerable amount of capital and a large number of hands. Considering the natural advantages possessed by this city, it seems evident that it is destined to become an important commercial point. Its commerce extends far north to the limits of the state, whence the supply of lumber is drawn, and it is favored in having exceptional advantages of railroad communication, as well as vessel navigation to the great lakes unobstructed. Oshkosh has been twice destroyed by fire, in 1850 and in 1874, and each time within a year the city was rebuilt in better shape than ever. Since the last great conflagration, stringent ordinances have been adopted restricting the erection of frame buildings, and as the town is nearly fire proof and has an ample and convenient supply of water, it is not likely that disasters of this kind are to be again suffered. The shores of the lake, within a few minutes' walk of the business district, are lined with the villas of the wealthier citizens. Vessels of all kinds ply up and down, while pleasure yachts, both steam and sail, dance over the crystal deep. There is not a place in the world that can lay claim to greater adaptability to the needs of a great summer resort, than can the city of Oshkosh.

#### FOND DU LAC.

The city of Fond du Lac, 176 miles from Chicago, lies at the southern extremity of Lake Winnebago. It has a population of 18,000, and is a place of considerable commercial and industrial importance. The principal manufactures are agricultural implements, wagons, paper, and lumber products. There is a fine high school building, twenty church edifices, a costly and handsome post office, and many other public buildings of architectural pretensions. Several good hotels accommodate the traveling public. A peculiarity of Fond du Lac is the number of artesian wells that it contains; over three hundred of these supply the citizens with the purest water imaginable, drawn from depths of sixty to four hundred feet. The advantages of the place as a summer resort are many. The climate of the region in summer is nearly perfect. The clear atmosphere is impregnated with the balsamic odors of the pine forests growing in every direction about it. A mineral spring called the Fountain has long been celebrated for its medicinal qualities, which are highly tonic. In addition to the beauties of Winnebago, Elkhart Lake on the east, and Green Lake on the west, afford great attractions to the visitor. A fine fleet of yachts on Lake Winnebago annually engage in a number of regattas, races, and so on, and in fact everything is to be found in Fond du Lac calculated to make a summer holiday pleasant and recreative. The Sheboygan and Fond du Lac Railroad affords direct communication with this important and thriving city.

#### SHEBOYGAN.

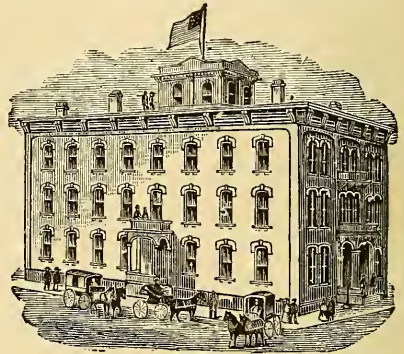
One of the most accessible and at the same time popular and fashionable watering places on the great lakes, is the port of Sheboygan, on Lake Michigan, at the mouth of the Sheboygan River. For those who enjoy a long sea trip, the steamers from Chicago and Milwaukee afford an agreeable way of reaching the place. By far the greatest number of visitors, however, prefer the journey by rail, which is more rapid and quite as easy. The Chicago, Milwaukee and St. Paul Railway connects at Ripon with the Sheboygan and Fond du Lac line, over which roads the bulk of the travel to Sheboygan passes. The last mentioned road does a large freight and passenger business between this point and Fond du Lac, Ripon and Princeton, and furnishes the shortest route to Elkhart Lake. Sheboygan itself is the home of a growing and prosperous community, having a population of about 7,000, and is largely engaged in the fishing business, in which enterprise a

number of sailing vessels and steam yachts are employed. Between the lake and the river unequalled opportunities for the pursuit of aquatic sports are enjoyed. The bosom of Michigan about this locality is seldom so ruffled by storms in the summer as to render yachting dangerous, and this pastime is much followed by the people of the place, as well as visitors. Boating and fishing are also favorite recreations, and the excellent hotels of the town supply the means of comfortable residence, while all the above advantages are being indulged in. Sheboygan is the county seat of the county of the same name, is the market and entrepot for a considerable section of country adjacent, and altogether a place of local importance. It has many churches, a court house, schools, and other public buildings. The recent discovery of a fine mineral spring, claimed to equal in healing qualities, as it is said to resemble, the Congress spring, of Saratoga, has added materially to the other advantages of the town as a resort. The waters of this spring are free to all. It is situated in the middle of the public park. Sheboygan Falls, a pretty village, five miles up the river, is a favorite objective point for a drive.

#### MENASHA.

Menasha is a picturesque town which is situated at the foot of Lake Winnebago, where it finds its outlet through Fox river. The charming little body of water known as Lake Butte des Morts, just southwest washes the confines of the place. Between the beauties and advantages of these lakes and the river, the visitor has opportunities of the best sort to indulge his taste for fishing, hunting, boating or sailing, to his heart's content. The accommodations furnished by the National Hotel are all that could be desired. This

house has long enjoyed a well deserved reputation for the excellence of its *cuisine*, and for the perfect preparations it makes every year for the comfort of summer boarders and tourists. Boats of all kinds, bait, tackle and guides, are furnished at reasonable rates, and vehicles of all kinds are to be found at the stables of the hotel, for the convenience of sportsmen and the many guests who yearly enjoy the beautiful drives of the locality. Menasha is largely patronized by visitors from the western and southern states who find at the National Hotel the comforts of a home, moderate charges and the perfection of



NATIONAL HOTEL, MENASHA.

attention. The hotel is a handsome three story-brick building, situated on the river bank in immediate proximity to the business centre of the city and the various mills and factories. Menasha, Neenah, Appleton, Manitowoc, Two Rivers and other points of which we shall treat are situated on the line of the Wisconsin Central Railroad the claims of which great thoroughfare have already been dwelt upon.

#### NEENAH AND APPLETON.

Beside the attractions which this retired but busy and prosperous mill town of Neenah offers to tourists, it is a spot much visited by people summering at Menasha, only a few miles distant, and at other watering places in the vicinity. It is located on the Fox River, and its beautiful surroundings recommend the locality to the lover of nature. No pleasanter place could be found for families of moderate means to spend their vacation. At the point on the Lower Fox River, where the rapid descent of the rapids is known as the "Grand Chute," stands the city of Appleton. It occupies a nearly central position between Lake Winnebago and Green Bay, in a district noted for its fertility and beauty of scenery; in fact the Fox River Valley, whether regarded practically or estheti-



cally, is a most favored region. The country immediately about Appleton presents a diversified surface, at once agreeable to the eye and favorable to the productive needs of the inhabitants. The Tellulah Springs, with curative powers said to be similar to those possessed by the famous springs of Waukesha, are located at the eastern end of the town. Game and fish abound, and every convenience necessary to the enjoyment of life in town or country, is obtainable. Appleton is the seat of Lawrence University, an institution of learning patronized extensively by the people of the State. Both towns are reached via the Wisconsin Central Railroad.

#### MANITOWOC AND TWO RIVERS.

The former of these towns, on the Milwaukee, Lake Shore and Western Railroad, is a progressive and prosperous lake port, boasting a population of 5,000. It has many important manufactures and a considerable lake and inland commerce, all of which interests are being rapidly developed. Steamers ply between Manitowoc, Milwaukee and Chicago, and both by rail and water, numbers of summer tourists visit the town annually. The hotel accommodations are above criticism, and everything else calculated to attract visitors in the way of sport, fishing, bathing, scenery, boating and yachting, are to be found for the seeking.

Two Rivers, another enterprising Wisconsin town, is situated on Lake Michigan, a few miles above Manitowoc. It is connected with the latter by rail, and in summer by steamers on the lake. The population number about 3,000 and is increasing with noticeable celerity, since the many advantages of the locality are being appreciated. To the pleasure seeker it offers the same attractions as does its sister town, and there is little difference either as to quality or quantity.

#### GREEN BAY.

This is the terminus of the "Short Line" of the Wisconsin Central Railroad, 113 miles from Milwaukee and one of the oldest settlements in the State. It is situated at the head of Green Bay, a deep indentation of Lake Michigan. The site of the city is a point of land included between Fox River and East River, both of which are wide and deep streams, the Fox being about fifteen hundred feet wide and about thirty feet deep. The bay gradually expands to a width of over fifteen miles, affording ample opportunities for yachting. Along the eastern shore of the bay are several small villages which are favorite resorts of the sportsmen who seek either fish or game, and a line of steamers run between Green Bay and these points. There are also many private yachts owned in Green Bay, which ply upon the waters of the river and the bay. Some of the drives along the Fox River and down the shores of the bay are of the finest character, and delightfully varied and picturesque scenery may be found by driving in almost any direction from the city. There are numerous excellent beaches for bathing, and pleasure boats, both for rowing and sailing, can be hired by the day or season at very reasonable rates. Indeed, one of the most popular amusements consists in boating and fishing parties, some of which last for several days, during which time the pleasures of camping out are indulged in. There are few better places for enjoyment of aquatic sports than Green Bay and its surroundings. The population of Green Bay is about 15,000, and it is a thriving business town.

#### ELKHART LAKE

Is sixty-two miles from Milwaukee by the Wisconsin Central Railroad and is one of the most beautiful sheets of clear water to be found in all Wisconsin. The natural features and surroundings are unexcelled; the shores of the lake are high and picturesque, the bottom firm and sandy, and boats can land at any point. It covers 800 acres and is in many places 200 feet in depth. Its outline is very irregular with numerous little coves and inlets. The water being supplied from springs, is very pure and clear and small objects on the bottom at a depth of twenty-five feet are readily discerned. A complete vista of lofty trees, pine, spruce, maple, red and white cedar, surround the lake, with oe-

casional openings here and there. No better fishing and rowing or sailing can be had anywhere than can be obtained here during the season.

#### ASHLAND.

The northern terminus of the Wisconsin Central Railroad, is a beautiful little town, 351 miles from Milwaukee, situated on a splendid bay of Lake Superior. This is the centre of the great trout fishing country and the great point for excursions to Thunder Bay, Isle Royale, the Apostle Islands, Duluth, etc. The Chequamegon House, a fine large structure built during the season of 1877, is the most perfect in all its appointments of any house on the lake, and from the time of its opening, August 1st, 1877, until the close of the season, was filled with delighted guests. The *cuisine* is first-class, the table being supplied with meats from Milwaukee daily. From the spacious verandas which



RAPIDS OF THE TYLER FORK OF BAD RIVER ON LINE OF WISCONSIN CENTRAL R. R.

extend on three sides of the house the views of the bay and the opposite shore, the islands and Bayfield, are delightful. In 1877 over fifty additional rooms were built, and the hotel under the able and efficient management of Hon. Sam S. Fifield has become the most attractive and best patronized upon the Upper Lakes. Mr. Fifield is an ardent sportsman; thoroughly posted as to the entire country, he knows every stream and lake for miles around. His personal reminiscences of hunting and fishing excursions would make an interesting volume. The prices at the "Chequamegon" are \$2.50 per day and \$10 to \$15 per week. For the better accommodation of his patrons. Mr. Fifield has organized a corps of guides and voyageurs. They are under the supervision of Capt. Eugene Prince, one of the best known sportsmen on Lake Superior. Boats, steam yachts, guides, boatmen, etc., can be had here for visits to the hundreds of interesting points in the immediate vicinity. We take great pleasure in recommending this house.

## CHAPTER II.

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### SKETCH OF IOWA—GROWTH—POPULATION—RESOURCES—MINERALS—AGRICULTURE— WEALTH AND DEBT—CLIMATE AND SOIL.

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Iowa, "the beautiful land" is another of the great Northwestern States whose being as a member of the great sisterhood scarcely dates back one generation. To Julien Dubuque is credited the honor of establishing the first known white settlement within the limits of the State of Iowa. The date of his occupancy is fixed at 1788, when, with a small company of miners, he commenced operations upon the mines, on the site of the city which still bears his name, and where he resided until his death, in 1810. Prior to this peaceful invasion, the then territory had known nothing of the human race, beyond that represented by the Indians that had been driven from the east by the encroachments of civilisation, and nomadic bands of white explorers, scarcely less savage than the red skins. Following close upon the footsteps of Dubuque came others, who found in the fertile soil and rare natural advantages of the territory, greater promise of return for their labors than in the comparatively old country east of the Big River. The west bank began to show signs of life and rapid improvement, and as the pioneers succeeded, they were joined by others, until the necessity for government became manifest.

From 1834 to 1836 the territory was under the jurisdiction of Michigan; in the latter year it was transferred to Wisconsin, and on July 4th, 1838, the new government of the Territory of Iowa was formally installed at Burlington. Under its territorial organization Iowa included all the country north of Missouri to the British Possessions, lying between Missouri and Mississippi rivers, the greater part of what is now Minnesota, and the whole of Dakota Territory. On December 28th, 1846 Iowa was admitted as a State, and from that time its increase in population, and prosperity has been truly marvelous. It had then less than 100,000 inhabitants; in 1856, 520,000; and at the State census in 1875, 1,350,000, now increased to very nearly a million and a half.

Iowa is situated between latitude forty degrees twenty-eight minutes and forty three degrees thirty minutes north, and longitude ninety degrees thirty-eight minutes west; its general extent north and south is 208 miles, east and west about 330 miles; and its area 55,055 square miles, being almost exactly the same as that of Illinois. It is bounded north by Minnesota; east by the Mississippi, which separates it from Wisconsin and Illinois; south by Missouri; and west by the Missouri and Big Sioux rivers, which separate it from Nebraska and Dakota. The climate is very healthy, the summer heat being tempered by the cool breezes which sweep at will over the vast prairies and the winters similar to those of Northern Illinois and Southern Wisconsin. The soil is extremely productive, all the cereals flourishing luxuriantly. The corn crop is immense, over 150,000,000 bushels per annum being marketed. In 1876 the growth of wheat was

18,000,000 bushels; oats 21,250,000; barley 5,750,000; and potatoes 7,000,000 bushels; the aggregate value of all crops being over \$75,000,000. Iowa contains extensive fields of bituminous coal, and the Galena limestone belt in the vicinity of Dubuque includes some of the richest lead mines in the world. The manufacturing establishments of the state turn out over \$50,000,000 worth of products annually, and there are in Iowa eighty national banks with a capital of over \$6,000,000. The assessed value of the state is over \$400,000,000 and the debt is nominal.

#### McGREGOR.

This city has a population of 2,500 and is the southwestern terminus of the Iowa and Minnesota line of the Chicago, Milwaukee and St. Paul Railway. The beauty of the town and its surroundings have for years attracted summer tourists, and the place has become a fashionable resort. It is pleasantly situated on the west bank opposite Prairie du Chien, with which it is connected by a ferry. McGregor is 212 miles from St. Paul, is a flourishing city, delightfully located and a charming spot for recreation and leisure.

#### CALMAR.

Forty-three miles from McGregor, and on a branch of the Chicago, Milwaukee and St. Paul, is the smaller but enterprising town of Calmar. It has an industrious population of 2,500, and by virtue of the railway line running through it, is accessible as a market for the farmers in the fertile country lying about. Its advantages are beyond its population, and the city offers every inducement to those who are looking for comfortable and profitable homes.

#### DECORAH.

Decorah, county seat of Winnishiek county, is a handsome inland city of 2,500 inhabitants, 157 miles from St. Paul, on a branch of the Chicago, Milwaukee and St. Paul Railway, and on the upper branch of the Iowa river. Decorah is noted for its importance as a supplying point for a populous and wealthy agricultural district surrounding it and locally, for its manufacturing enterprises, and for the scenery, fishing and hunting of the neighborhood. The surface of the country in this locality is a rolling prairie, varied by high bluffs along the streams. The soil is a heavy black loam, and very rich for producing purposes. Timber is plenty, and being rapidly increased in quantity by cultivation. In the northern part of the county there are several excellent trout streams, and the prairie chicken, partridge and quail shooting is good in season.

One of the most singular of natural phenomena to be met with anywhere, is found here. This is "Ice Cave," under a bluff on the north bank of the Upper Iowa River, noted because, while in winter no ice is to be found in it, it forms in spring and summer, and thaws out again upon the advent of cold weather. Another singular natural feature is an underground stream nine miles east of Decorah, on Trout River, navigable for canoes, and which has been explored for a long distance. A large spring issuing from a picturesque bluff was used for some time to run a woolen mill, which has since burned down; this spring feeds a considerable creek flowing through a beautiful little valley, and empties into the Upper Iowa one and one-half miles from the town. At the point of junction with the river, it furnishes power for two flour mills.

Decorah is the site of a dismantled fort, Fort Atkinson, established here by the government in 1841, for the purpose of controlling the Winnebago Indians. The savages were removed, 1847-8, after which the fort was abandoned, but part of the building still remain and are occupied by citizens. Decorah takes its name from the noted Indian chief who captured Black Hawk, at the Dells of the Wisconsin. The county also takes its name from that of another chief of the Winnebagoes.

#### WALLED LAKE.

The greatest wonder in the State of Iowa, and perhaps in any State, is what is called the "Walled Lake," in Wright county, twelve miles north of the Dubuque and

Pacific Railway, and about one hundred and fifty miles west of Dubuque city. The lake is from two to three feet higher than the earth's surface. In some places the wall is ten feet high; width at bottom fifteen feet, and at the top five. Another fact is the size of the stones used in construction; the whole of them varying in weight from three tons down to one hundred pounds. There is an abundance of stones in Wright county; but surrounding the lake to the extent of five or ten miles, there are none.

No one can form an idea as to the means employed to bring them to the spot, or who constructed it. Around the entire lake is a belt of woodland half a mile in width, composed of oak; with this exception the country is a rolling prairie. The trees must have been planted there at the time of the building of the wall. In the spring of 1856 there was a great storm, and the ice on the lake broke the wall in several places, and the farmers in the vicinity were obliged to repair the damages to prevent inundation. The lake occupies a ground surface of two thousand eight hundred acres; depth of water as great as twenty-five feet. The water is clear and cold; soil sandy and loamy. It is singular that no one has been able to ascertain where the water comes from nor where it goes, yet it is always clear and fresh.

#### MASON CITY.

Running through from McGregor to Algona is a branch line of the Chicago, Milwaukee and St. Paul, and 117 miles west of McGregor is Mason City, the southern terminus of the St. Paul and Mason City line. It is also the northern terminus of the Central Iowa Railroad, which, connecting at Ottumwa with the St. Louis, Kansas City and Northern Railway, forms a continuous all rail route from St. Louis to St. Paul. With such railroad advantages, it is little to be wondered at that Mason City is regarded as one of the most flourishing towns of Northern Iowa. It has a population of 2,000 inhabitants, is county seat of Cerro Gordo county, and is celebrated for its pleasant and healthful situation.

#### CLEAR LAKE.

This town is located at the eastern end of a small lake of the same name, on the Iowa and Dakota line of the Chicago, Milwaukee and St. Paul Railway, about 170 miles from St. Paul. Clear Lake has lately begun to be patronized as a summer resort, but lacks yet the necessary hotel facilities. The hunting and fishing in the neighborhood is excellent, the scenery pleasant, though ordinary, and the town bids fair to one day become a popular local watering place.

#### CALMAR TO PATTERSONVILLE.

The new but flourishing towns on the line of the Iowa and Dakota division of the Chicago, Milwaukee and St. Paul Railway, embracing in addition to those named Charles City, Mason City, Sheldon and others, are deserving of at least a passing notice. The railroad is heading for Yankton on an air line and will reach that city, the metropolis of Dakota, within a brief period, thus furnishing a direct route from Milwaukee to Yankton, and passing through much of the richest country of Wisconsin and Iowa. By means of the connections already spoken of, St. Paul and Minneapolis will also be brought into direct communication with the great and growing territory of Dakota.

#### SABULA.

Is a flourishing station on the Western Union Railroad, 165 miles from Milwaukee and 145 from Racine. This part of Jackson county was first settled in 1835, and is a very fine farming country. Sabula has valuable railroad and river connections and contains important packing houses and mills. Its population is about 1,600 and is rapidly increasing.

#### DAVENPORT.

This important manufacturing and business centre, one of the most flourishing and well-built cities of the West, is reached by the Western Union Railroad and forms the terminus of one of its leading branches. Davenport has in it the elements of a metro-

politan city, and ranks with such cities as Cedar Rapids, Des Moines, Dubuque and other great railroad centres. It has many manufactures, first-class railroad facilities and unequalled river connections. This is one of the earliest settled and richest sections of Iowa and is thickly peopled by a cultured and wealthy class of citizens.

#### MONTICELLO

Is beautifully located on the banks of the Maquoketa river, in the triangle formed by the confluence of that stream and Kitty creek, a beautiful stream which traverses the eastern part of the town and forms several charming cascades. The town was first settled in 1836. The first post office was established 1841. In 1859 the Dubuque South-western Railroad was built. In 1864 M. M. Moulton established the Monticello Express. The town was incorporated in 1867. At present Monticello contains 2,000 inhabitants, and is making more rapid progress, and more substantial and handsome improvements, than any other town in this section of the State. It possesses, in a very special degree, all those natural advantages of location and surroundings that contribute to steady and permanent growth. It is the natural centre of an extensive area of country, as fruitful and as beautiful as the most idealistic agriculturalist could desire.

#### CEDAR RAPIDS.

This city, which is rapidly growing in population, commerce and all that goes to make up a flourishing and important business centre, is the terminus of the Western Union Railroad, which here makes connections for all Western and Northern points. Its population by the State census of 1875 was 7,107, now increased to 12,000. It contains many factories and mills, including the largest oat meal mills in the world, packing houses, grist mills, agricultural implement factories and the like. There is good fishing in Cedar river and its bayous, and river excursions in summer to the wooded recesses of Blackhawk county and elsewhere.

#### DELMAR,

In Clinton county, has a population of about 1,000 and is the centre of a splendid agricultural country. In the neighborhood good duck and prairie chicken shooting can be had in the season.

#### DUBUQUE.

The city of Dubuque is one of the foremost in the great State of Iowa, and its manufactures, commerce and shipping trade are all very large. Dubuque is the oldest city on the Mississippi within the limits of Iowa, having been founded in 1788 by Julian Dubuque, a French trapper and hunter, who died there in 1810. The railroads have made Dubuque a great distributing and shipping point, and it has also a flourishing river trade.

#### THE BURLINGTON INSURANCE COMPANY.

One of the soundest and most solid of Iowa institutions is the Burlington Insurance Company, which has its headquarters in the city of Burlington and transacts a business extending over the entire West. This company was organized in 1860 and has a paid up capital of \$200,000. It insures only farm property, detached buildings, barns and their contents, country churches and school houses, and takes no hazardous risks. No loss by any one fire can exceed two and one-half per cent. of its capital, thus rendering it the safest insurance association in the United States.

This is the pioneer company of Iowa, and the oldest stock company in the State. It affords the most comprehensive insurance, issuing a full policy, having no two-thirds or three-fourths clause. Its policies give a specific amount of insurance for a specific amount of premium, and during the nineteen years of its existence all losses have been promptly paid to the full amount of policies. It insures against loss or damage by lightning, whether fire ensues or not, and insures all kinds of farm property, including live stock, on a more liberal plan than any other company doing business in the State. Its officers are prominent business men and farmers, well known to the people, and it enjoys a reputation for integrity, promptness, liberality and fair dealing second to none.

## CHAPTER III.

MINNESOTA—THE INDIANS — DEVELOPMENT — POPULATION — AGRICULTURE — MINING—  
WEALTH—TAXATION—DEBT—ITS FUTURE.

Although one of the youngest of the Northwestern States, Minnesota is also one of the most vigorous, and no one looking on the glorious record of the country since the organization of the territory in 1848, can doubt of the future of a land which in less than thirty years has been changed from a wilderness into a land of rich farms and smiling fields—from the hunting ground of a few thousand savage Indians to the home of 800,000 cultivated and intelligent people. In 1849 the only white inhabitants of Minnesota were a few hunters and trappers, some lumbermen and Indian traders, not 5,000 all told. Even so late as 1862 the aborigines were still strong enough to perpetrate the massacre at New Ulm, to depopulate whole counties and murder men, women and children by scores. These fearful crimes were fearfully avenged, thirty-eight of the principal actors in the massacre being hanged at Mankato on Dec. 21st, 1862. To-day Minnesota is as secure as New York or Illinois.

Father Hennepin saw and named the beautiful falls of St. Anthony in 1680, but little did the good man foresee the twin metropolis which was to spring up beside the Father of the Waters. La Hontan, La Sueur, Capt. Carver, Zebulon Montgomery Pike, and other noted travelers, visited the Territory, which, in 1783, was transferred to the United States. Fort Snelling was built in 1820, but it was not until 1851 that the Indians ceded to the general government all their lands between the Mississippi and the Big Sioux. The State of Minnesota, then containing 150,000 inhabitants, was admitted to the Union, May 11, 1858. The infant State gave 25,000 of its bravest and best—one-seventh of the whole population—to the defense of the Union, at the same time suppressing an Indian war within its own borders. Yet the population increased from 172,023 in 1865, to 440,000 in 1870, and has since almost doubled the last figures. Extending as it does from the Iowa line to the national boundary; from Wisconsin to the Dakota border, this favored State presents within its limits a variety of diversified scenery, a boundless wealth-producing potentiality in its far reaching prairies, a stored up force in its unrivalled water power, and a certainty of a prosperous future in its agricultural and mineral resources which render it one of the richest and most promising of the divisions of the Golden Northwest. Such of the original inhabitants as remain within the boundaries of the State—less than 6,000 in all—are peacefully settled upon reservations in the central and northern divisions, and attend school and church, and devote themselves to agriculture.

The surface of Minnesota is an undulating plain, with an average elevation of nearly 1,000 feet above the sea, presenting unexampled drainage facilities. The Hautuers des Terres (Heights of Land), in the northeast, rise above 600 feet above this average eleva-

tion, and form the dividing ridge between the Mississippi and Lake Superior. The land is a succession of small rolling prairies, abundantly diversified by thousands of lakes, and sloping southeast to the Mississippi, which rises in Lake Itasca in the extreme west of the Heights of Land, and has 800 miles of its course within or on the borders of Minnesota. The Minnesota River has a course of 450 miles within the State, the Red River nearly as much, and the St. Croix forms 130 miles of the eastern boundary. Altogether, there are 2,500 miles of navigable water within the State and 2,108 miles of railroad.

During the few years that have elapsed since Minnesota came into political being, vast changes have occurred within and without her borders. Rich cities line the banks of her rivers. The great Mississippi rising in one of her own lakes, Itasca, flows to the Gulf of Mexico, its surface unceasingly tormented by the buffetings of numberless paddle wheels, that move the commerce of an empire. Far reaching arms stretch out from her centres, gathering to her storehouses the wealth of a vast region, and bringing to her borders the people of the world. Far to the northwest even of Minnesota the tide of emigration has set, while the country westward is rapidly filling up with settlers. Great as is the present importance of the North Star State, productively, commercially, and politically, it is as nothing compared with what it must become when the promise of the future great empire of the Golden Northwest shall have been fulfilled.

In 1878 there were in the State 60,816 farms covering a total tilled area of 3,429,164 acres. Nine year's progress in agricultural development may be seen by comparing these with similar returns for 1869, when the number of farms was 46,256 and the cultivated acreage 1,893,316. The area of wheat the past year is reported at 2,354,344 acres and the crop was over 26,000,000 bushels, although the number of bushels to the acre was much below the average, owing to bad weather. The crop of oats was 17,000,000 bushels, and that of corn, 13,000,000 bushels, was the largest and best ever harvested in the State. During the year 1878 the sales of United States, State and railroad lands reached the enormous aggregate of 2,344,246 acres, a fact which alone speaks volumes for the growth of Minnesota. As to the health of the State, the vital statistics show a total of 21,799 births and only 6,599 deaths during the year, exhibiting the extraordinary ratio of 3.3 births to one death, no such satisfactory record having ever before been noted in any country, the death rate being only 0.86 per cent. The total bonded debt of the State is only \$400,000, and that of all counties, cities, towns and school districts, is less than \$5,000,000.

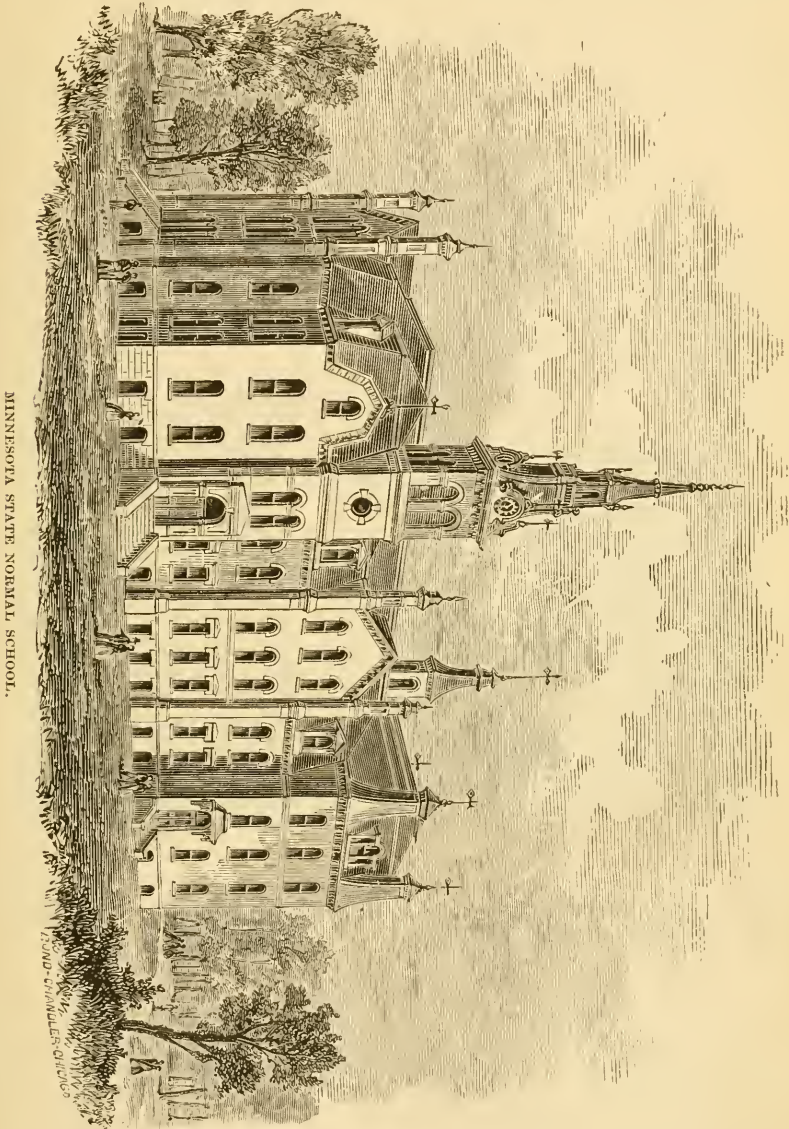
#### WINONA.

Winona, named for the beautiful Indian maiden of the local legend which has been immortally preserved by the pen of Longfellow and others, lies on the western shore of the Mississippi river, on a broad expanse of prairie. Like many, indeed almost all important points in the North Star State, it is famous for the salubrity of its climate, invalids flocking here from every quarter of the country. Generally known as the Queen City of Minnesota, the town has many claims to the title. The largest city in the southern part of the state, it is favored in being one of the leading grain markets of the Golden Northwest. Added to this it is the seat of the State Normal School, an institution noted for its educational advantages. Huff's hotel can be recommended to the traveler visiting this bright little city. It is well-managed and both in price and quality of entertainment is eminently satisfactory. One of the leading professional institutions of Winona is the Northwestern Surgical Institute, which is located on the corner of Centre and Sanborn streets, one block east of the Normal School building and two blocks from the Chicago Milwaukee and St. Paul Railway depot. We append an illustration of this handsome building, which is one of the attractions of the town. Dr. Holman S. Humphrey, the proprietor and surgeon in charge, is a gentleman of great experience in the treatment of diseases of the eye and ear and of functional disorders of every kind. He has been uniformly successful in his treatment of asthma, scrofula, consumption, and



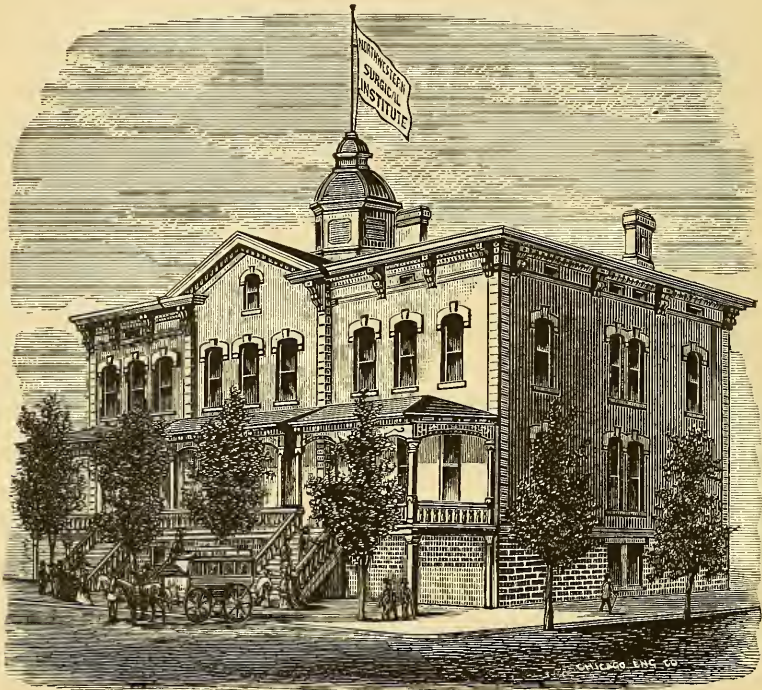
other diseases of like character. In the treatment of deformities, disease of the heart, and catarrh, he has met with unexampled success.

The Winona Carriage Works, situated on the corner of Washington and Third streets,



are the largest works of this kind in the Northwest. This is a stock company with a paid-up capital of \$30,000, actively employed in the business of manufacturing carriages, wagons and sleighs. The Hon. Thomas Simpson is president of the company; Mr. J. C. Blake, secretary and treasurer; and John Lalor, a gentleman of great and varied experience in all branches of this business, is the able and efficient superintendent. This

firm manufactures every kind of carriages and sleighs, on the newest and most approved models. They use the best materials, both woodwork and hardware, and pride themselves on turning out nothing but high grade goods. From forty to fifty men are constantly employed in these large works and machinery of the best description is used. By this means the Winona Carriage Works have built up a reputation for superiority of quality, which has brought them an immense trade. Their carriages and sleighs are shipped to all points in the Northwest, and their name is a guarantee of good material and workmanship. At the same time their prices are placed as low as is consistent with good work and thorough completeness in every department. Space will not permit of



NORTHWESTERN SURGICAL INSTITUTE.

extended reference to this great industry, one of the most important of this thriving city, but readers desiring information can obtain price lists and all necessary details by addressing the Winona Carriage Works as above.

#### WABASHA.

Stopping in the wealthy modern city of St. Paul, and glancing over its princely palaces, its great warehouses and broad business thoroughfares, the traveler would scarcely imagine that within seventy miles the wildest scenes of nature could be encountered, and all the excitements of frontier life enjoyed. Yet the lovely resort and hunting ground of Wabasha is only that far away from the capital. Opposite the mouth of the Chippewa river, and at the southern limit of Lake Pepin, this point combines natural attractions and commercial advantages with considerations of the greatest historical interest. As to the former, there is the navigation of the upper Mississippi, and the traffic on the Chippewa, navigable for steamers for ninety miles from its mouth. And as to the latter, here it is that the capital of the great Sioux nation existed for centuries before the pale face of the European arrived to disturb the savage rule of the red man.

All the grand councils of the various tribes included in this confederation as a family were gathered together here periodically. Ambassadors from nations far distant were received and feasted much as civilized people receive and *fete* such functionaries now. At Wabasha the wigwam of the grand sachem was located, and from this point radiated the governmental administration, such as it was, of the Sioux or Dakota Indians.

But about the ancient Indian capital traces of a still older race exist, and the archaeologist may find at this place ample opportunities for the pursuit of his special science. As in other localities along the Mississippi, the Mound builders have left here the traces of their handiwork. Hundreds of mounds surround the present city, inviting the curious to delve into their depths and unearth the hidden historical treasures that must here lie buried.

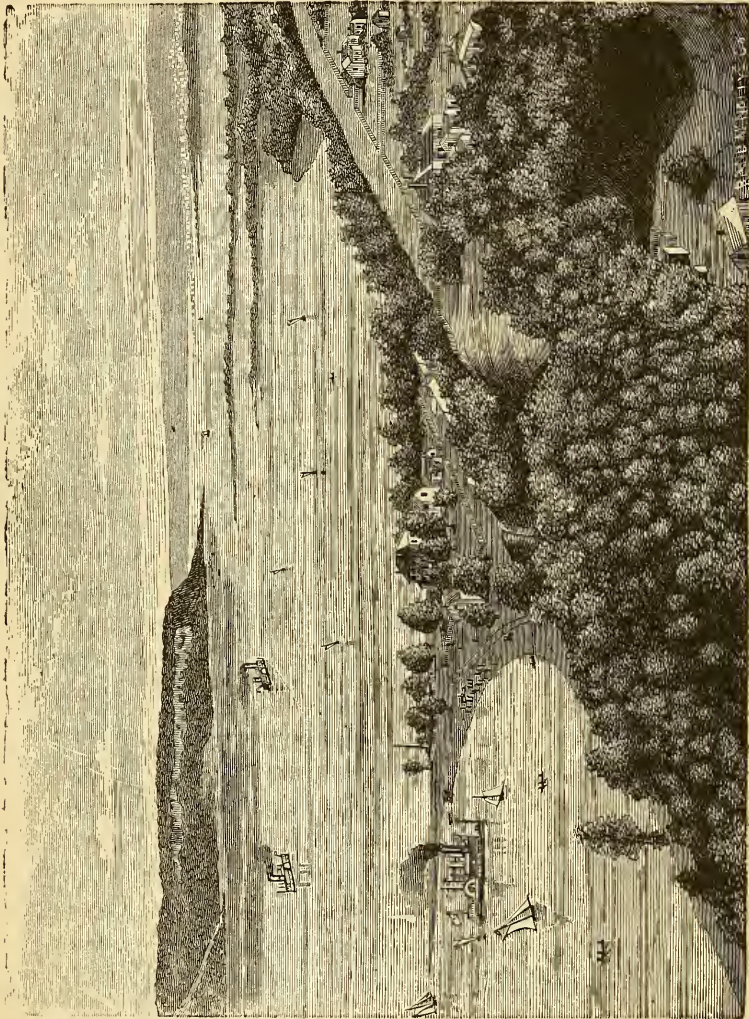
#### LAKE PEPIN.

We leave the bright little town of Wabasha, rich in its history, as the capital city of the Sioux Kings long before the restless, busy Anglo-Saxon with his iron horses, and puffing, smoking marine monsters came to disturb the quiet of the land and waters of Minnesota. We leave it with regret, softened by anticipations of a feast to the eye and mind, the glories of which have been painted in rosy tinted hues upon the canvas of our imagination for years. Only a few miles distant, and on the same side of the river, we find the village and port of Read's Landing, opposite the mouth of the Chippewa River, and half a mile below Lake Pepin, the objective point of this particular trip. If the reader could only realise from experience the thousand beauties, each one susceptible of almost illimitable subdivision, which cluster about this region of pure and sublime beauty, he might understand the difficulty of conveying even a faint idea of the subject, within the limits of a brief sketch. All that might be written of the lovely lake and its surroundings, would alone fill a volume larger than this one.

Lake Pepin is not, strictly speaking, a lake at all; that is, it is not entirely surrounded by land; and that at least was considered necessary before a body of water could set itself up in business as a lake, when the writer was at school. In reality the "lake" is only a part of the mighty Mississippi, which widens here for five and twenty miles, forming a distinct body to all intent, from three to five miles in width. It is distant but three hundred and forty miles from Chicago, and only about sixty-five from St. Paul, and is not only but easily and very comfortably accessible by land via the Chicago, Milwaukee & St. Paul Railway. A single day's ride from the western metropolis, and there you are! Remembering that Lake Pepin is a part of the "Father of Waters," you will be surprised at the entire absence of any perceptible current here, and if you have ever traveled on the lower Mississippi you will not unwillingly miss the tawny color of the water you hesitated so long to drink. The clear, deep, unbroken expanse of water is an astonishment to the tourist who never before visited the upper Mississippi. Not an island dots the surface of the lake to obscure the view of its surroundings, and the clear, high atmosphere of the region constitutes a telescope without speck or flaw, through which the eye may discern objects at distances inconceivable to those unacquainted with the Golden Northwest. Encircling the lake innumerable giant bluffs raise their lordly battlements, in all the variety of form and design in which Nature's divine architect has so delighted to mould his work. Many of these bluffs rise to an altitude of 500 feet, and in size, as well as form, there is every conceivable diversity. Sharp, peaked pyramids relieve mounts whose gently curved lines again set off magnificent cones, and these form foils to huge, square, castellated masses, reminding one of historic piles seen long ago in the not more lovely Rhineland. Never did mirror of faultless crystal reflect the image of woman's beauty more perfectly, than do the waters of this lake reproduce the inverted images of these Titanic sentinels, who for untold ages have looked calmly upon their reflections in its bosom. Clear cut, sharp and vivid, every tree, bush, shadow and cloud are seen in the mysterious depths of Pepin.

## FRONTENAC.

The accompanying view will afford the reader a faint conception of the beauties of Frontenac. But it is scarcely to be expected that a small illustration should convey to the mind a scene which an intelligent verdict has designated the "Newport of the Northwest." Situated as it is on Lake Pepin, it is scarcely necessary to say much of its sur-



FRONTENAC.

roundings, since they are treated of in another place. The natural attractions of the place are greater than any other in the state, considered as a combination of hunting, fishing, boating, bathing, and the numerous delights of a fashionable watering place. Frontenac is not only what kind nature has designed it to be, but art and civilization have molded the raw material until at this time it presents the aspect of a great resort richly deserving of the flattering name it has been accorded. To the thousand points of interest up and down the lake, and in and out of the great and small rivers about, steamers and steam yachts ply incessantly; while the sailing for scores of miles for pleasure boats

is not anywhere to be excelled. One particular lure held out by Frontenac will be ever appreciated by the sportsmen; it is one of the few localities left in the Northwest, anywhere near civilization, where the grouse shooting is good. This fact is not unknown to our votaries of the gun and bag, and hundreds hie themselves every season to the delightful hills and dales of this vicinity, intent upon the honorable slaughter of the noble bird.

The village itself is not visible in the cut presented. It stands upon a plateau above and a little distance back of the river. The long, sharp cape seen extending into the lake, is Point au Sable, whereon tradition tells us the earliest military post established in the region was erected, far back in the past, when Count Frontenac was French governor of Canada, and sent out the first expedition for the exploration of the Mississippi River. There is an excellent hotel at this place, located only a few rods from the neat depot of the Chicago, Milwaukee & St. Paul Railway, by which line the beautiful resort is easily reached from any place in the country. One of the handsomest residences in this city of handsome buildings, is that of Gen. Israel Girard, who has created by the side of this beautiful lake a home second in attractiveness to none in the Northwest.

#### RED WING.

Red Wing is a flourishing town, supplying a thickly settled and rich agricultural country, of which it is the business centre. It is also the county town of Goodhue county. Red Wing is 369 miles from Chicago, and forty from St. Paul, on the Chicago, Milwaukee & St. Paul Railway. It does not possess any particular attractions not shared by the many other prosperous communities to be found in every part of the State.

Near Red Wing the Chicago, Milwaukee & St. Paul Railway make a curve around Barren Rock, on the very edge of the river. At this bend of the Mississippi one of the noblest views to be encountered in the West feasts the eye. A broad expanse of water, backed by hills and valleys extending to the distant horizon, and covering a range of many miles, constitutes a landscape of almost unequalled grandeur.

Red Wing possesses a first-class financial institution in the First National Bank, of which Mr. J. B. Sheldon is president, and Jesse McIntyre, cashier. It has a capital of \$100,000, and a surplus of \$20,000. Among the important industries of this city, must be reckoned the steam flouring mills of Porter & Mowbray, which have a capacity of producing 450 barrels per day. The produce of this mill is of high grade and commands outside prices.

#### HASTINGS.

This interesting town, with a population of 5,000, is the county seat of Dakota county, and is a place of more than a little commercial and industrial importance. It is situated on the west bank of the Mississippi, at the crossing of the Chicago, Milwaukee & St. Paul Railway, nineteen miles from St. Paul. The white settlement was begun in 1852, and since that time the adjacent country has grown in population to an extent that renders Hastings a considerable local market. The manufacturing enterprises conducted are: two saw mills, three large flouring mills, two foundries, several cabinet ware and wood-work factories, four wagon factories, and other establishments of less importance. Hastings is not deficient in objects of interest. The interesting formation known as the limestone walls occur near the railroad crossing, extending for some distance on the river. They are not high, but singularly regular and perfect in form, and surmounted by bluffs covered with bright verdure, form a spectacle ever to be regarded with admiration. The Vermillion Falls, a handsome fall sixty feet high, in the neighborhood, besides fishing and hunting grounds of great desirability—all these in combination render Hastings a place worth visiting.

#### ST. PAUL.

One of the most important political, commercial and railroad centres, not only in the Northwest, but in the whole country, is St. Paul, the capital of Minnesota and county and county seat of Ramsey county. The two great lines of the Chicago, Milwaukee and

St. Paul Railway here form a junction, extending as a single line to Minneapolis. Here is also the southern terminus of the St. Paul and Pacific, and the Lake Superior and Mississippi Railroads; the western terminus of the West Wisconsin, and the northeastern terminus of the St. Paul and Sioux City Railroads. St. Paul is situated on the banks of the Mississippi, 2,041 miles from its mouth, where it empties into the Gulf of Mexico, to which it enjoys the advantages of continuous navigation. The Minnesota empties into the Mississippi five miles above the city, and the Falls of St. Anthony are eleven miles above. The location of the city is a very eligible one, on the east bank at the foot of a range of bluffs rising at its back from fifty to one hundred feet, and crowned with the elegant homes of wealthy citizens.

St. Paul antedates all the other settlements in the state. Its location was mentioned by Father Hennepin, after his visit in 1680. The captivity of this pioneer missionary has been already mentioned in the short paper on Minnesota. In 1767 Captain Jonathan Carver, from Connecticut, who had served with distinction in the French wars, started on a speculative exploration of the Northwest territory, and according to his own account made a treaty with the Indians in Carver's Cave, an interesting natural cave yet in existence within the city limits of St. Paul, under Dayton's Bluff. Carver's account of this treaty, by which he claimed to have receive a large tract of land in and about the site of the city, has always been regarded *cum grano salis*, and we believe his assertion that he was elected a chief of the Dakotas, rests upon no better foundation than his own word. However, this adventure is entitled to the credit of bringing this rich region to the notice of his countrymen, and thus without doubt accelerating the day of its final settlement. Whatever else may be said of Carver, his prophetic vision of the future greatness of the Golden Northwest entitles him to rank as one of the most far-seeing "prospectors" of his own or any other time. He says of it: "To what power or authority this new world will become dependent after it has arisen from its present uncultivated state, time alone can discover. But as the seat of empire from time immemorial has been gradually progressing toward the west, there is no doubt but that at some future period mighty kingdoms will emerge from these wildernesses, and stately temples with gilded spires reaching the skies, supplant the Indian huts whose only decorations are the barbarous trophies of their vanquished enemies."

The first actual settlement of the town was made in 1838, by a Canadian named Parrant, immediately after the Indian title to the lands east of the Mississippi had been extinguished. This pioneer built a cabin where Bench street now passes. Where Catholic block now stands, in 1840 Father Gaultier built a humble log chapel and established the mission of St. Paul, and the settlement henceforth took its name from the mission—another evidence of the wonderful effect the Catholic missionary enterprises in the Northwest have exerted upon the civilization of the section. Building up a considerable river trade, and trade with the Indians, the little village grew slowly until 1849, when the territory of Minnesota was organized with St. Paul as its capital. A new life was infused by this accession to its importance, and before the end of that year several hundred inhabitants breathed the invigorating air of St. Paul.

A little friendly rivalry has existed between this the political centre of the state, and its next door neighbor and rival, but comparisons would be invidious and unnecessary. St. Paul the capital, and Minneapolis the metropolis, will ever go hand in hand to secure the aggrandisement of their glorious commonwealth in the directions which Providence has variously endowed them with abilities and advantages to accomplish.

St. Paul became an incorporated city March 4th, 1854, its domain covering 2,400 acres. This area was increased, in 1856, to 3,200 acres, its present limits. It is to be regretted that we have not space to relate in detail the struggles of the plucky, self-confident town, nor to sketch the careers of those brave and wise pioneers, whose efforts have made St. Paul the prosperous city of our day. But among the latter it would be improper not to say a word of one whose abilities and enterprise have been not among the least of the

factors in the development of this important point. Captain Russel Blakely, a pioneer steamboat man of the Upper Mississippi, has done as much as any one else to push the commerce of St. Paul. He was born in Massachusetts in 1814, and after spending his early life in Western New York, Peoria, and Galena, Illinois, and Virginia, he returned to Galena in 1847, and engaged that year as clerk on the "Arno," a Mississippi steamer, that soon after sunk. He afterwards commanded the "Dr. Franklin" for some time. Through these connections and later, as captain of the "Nominee," in 1853, the celebrated packet "Galena" in 1854, burned at Red Wing in 1858, Captain Blakely became widely and popularly known; perhaps had the largest acquaintance of any man in the Northwest of that day for one time or another he carried almost every inhabitant of the region up or down the river, on some one of the boats he commanded at various



OLD BETS.

times. Captain Blakely became agent for the Packet Company at Duluth, in 1855, and not long afterward bought the interest of C. T. Whitney in the Northwestern Express Co. He became a resident of St. Paul in 1856. "Soon after, the firm became largely interested in mail contracts, stage and transportation lines, etc. \* \* \* \*

The business is now continued by Captain Blakely and C. W. Carpenter, Esq. Captain Blakely is also largely interested in the railroad business, being a director of the Sioux City Railroad, and is a member of several other business organizations, contributing largely, both in capital and time, to promote the prosperity of the city and state, and build up its literary and other institutions."

No description of St. Paul would be complete without some reference to "Old Bets," than whom, during her lifetime, there was not a better known character in the city. Bets was a squaw of the Sioux nation. Her native name was Aza-ya-man-ka-wan or Berry Picker. She was born near Mendota in 1788, and was at the time of her death only seventy-five years old, though she was generally supposed to be 100. She was married after the Indian fashion, to Ma-za-sa-gia, or Iron Sword, who died a few years subsequently at Mendota. She had several children, of whom one daughter was living not long ago in St. Paul. A son named Ta-poi, or "Wounded Man," born at Mendota, became

somewhat noted as a convert to Christianity, and, after his death at Faribault in 1869 Bishop Whipple published a fine volume of his biography, with an engraved portrait. A town in southern Minnesota has been named for him. One of her brothers was He-in-doo-ka, a famous warrior, prophet and medicine man, who was killed by the Chippewas some years ago. "One Legged Jim" was another brother of Old Bets. He lost a leg in a skirmish and used to peg around on a wooden stump.

She was a privileged character in many ways, and no old settler (she knew them all) would refuse her request for kosh poppy (money). During the Sioux war she was very kind to white prisoners, and possessed other good traits. She was a convert to Christianity shortly before her death, by Father Ravoux. When her last illness was known, the Chamber of Commerce subscribed a sum of money for her comfort, and she had a Christian burial. She died in 1873 at Mendota.\*

#### THE RAILROADS.

St. Paul is one of the most important railroad centres of the whole Northwestern country. The St. Paul and Pacific Railroad extends from this metropolis to Breckenridge, 217 miles, this being known as the "First Division." From Breckenridge the route extends to Fisher's Landing, connecting with the Northern Pacific Railroad at Glyndon, at Fisher's Landing with the Red River steamers, and at St. Vincent with the Canada Pacific Railroad. A detailed account of the chief cities on this route and others radiating from St. Paul will be found elsewhere in this work.

The St. Paul and Duluth Railroad has a length of 155 miles and passes through the great prospective wheat producing country of Eastern Minnesota. This road takes in such thriving cities as White Bear, Stillwater, Wyoming, Rush City and Huckley, and has many valuable connections, one of the most important being that made with the Northern Pacific.

The Northern Pacific Railroad has before it probably the most magnificent future of any great thoroughfare on this continent. Its possibilities are indeed boundless. Passing through the centre of the great northern wheat belt, with one terminus at the head of interior navigation, and the other at the grandest harbor of the Pacific coast, this railroad, when completed, will outrival all competitors and stand confessed the greatest work of this great nineteenth century. But we are called upon to deal in this work, less with the future than with the present; less with the wonderful possibilities of this road than with its present certainties. So far as completed, this road extends from Duluth, on Lake Superior, to Bismarek, Dakota Territory, and by means of its Brainerd extension and connecting lines from St. Paul to Bismarek. We have mentioned it under this heading for the reason that its headquarters have been established at St. Paul, and shall speak of some of the chief cities on its line of route in another place.

#### FORT SNELLING.

In 1820 a detachment of the 5th Regulars, commanded by Colonel Josiah Snelling, commenced to erect the fort now known as Fort Snelling, on the bluff two miles below Minnehaha. The work was not completed until 1822, and was at first called Fort Anthony, but in 1824 Gen. Scott visited it, and was so pleased with the location and construction of the fort that he requested the War Office to give the post the name of its efficient constructor, and it was accordingly called Fort Snelling. The natural situation affirms the good taste of the projector. The fort is built upon a high bluff, at the point where the waters of the Minnesota and Mississippi unite. The earliest army station of the United States in Minnesota, Fort Snelling, will ever be surrounded by reminiscences that must make it and its beautiful site interesting to both citizen and stranger for many a day. Those who have once seen its battled front rise high above the verdure at the base of the cliff; who have looked upon the rugged rocks just beneath its walls, and above all these the walls themselves, with bastion and angle, prim, grim and fitting for

\*History of St. Paul.



the home of Mars, will scarcely fail to hope that the *reveille* may sound for a thousand years within these same enclosures, and that the starry banner waving over the fort may never fail to float in the breeze, while Anglo-Saxon blood remains on the continent, to commemorate the strifes and triumphs of early settlement in the Northwest.

## MINNEHAHA FALLS.

“As one sees the Minnehaha,  
Gleaming, glancing thro’ the branches:  
As one hears the Laughing Water  
From behind its screen of branches.”

The lovely Falls of Minnehaha, perhaps as well known to the world as any feature of American scenery, through the immortal poem of Hiawatha, are located on Minnehaha



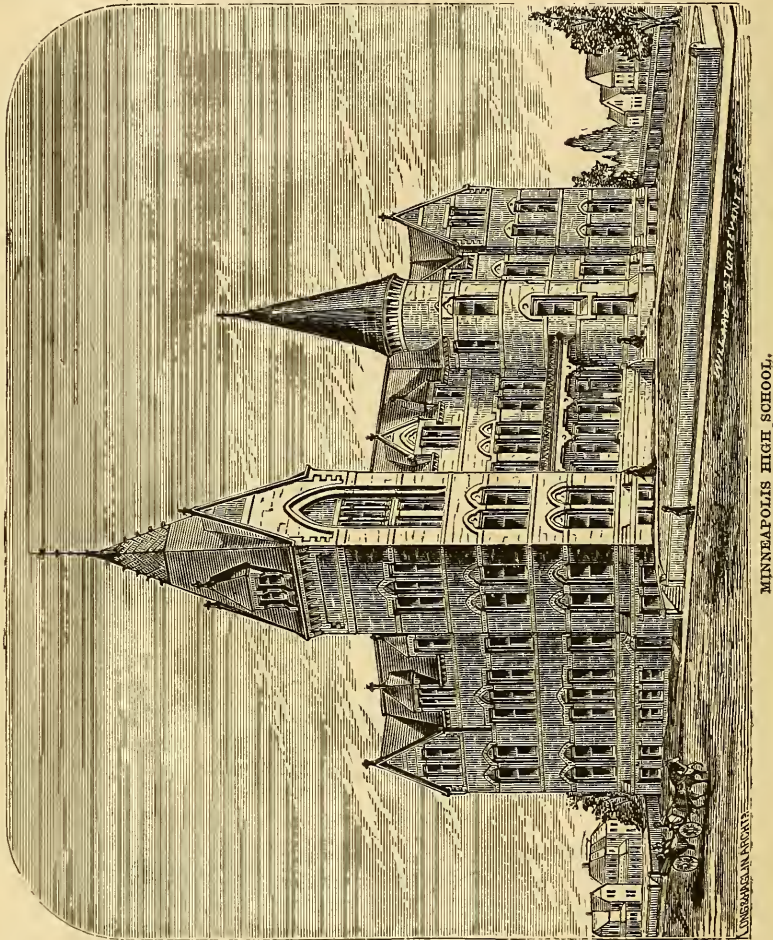
MARR-NICH PUS-MIL.

MINNEHAHA FALLS.

River, which is the outlet of Minnetonka and other lakes in the vicinity. It is a shallow, clear stream; its bed covered with pebbles of crystal and opal, and its surface broken with numerous little islands. Rushing merrily around among these in its rapid career, it suddenly takes a bound over the falls. For ages the basin in which the water pours as it tumbles over the rock in one solid sheet of silver sheen, has been hollowing, until a large deep cup has been formed, into which Nature's glorious beverage is drawn, clear and sparkling, from the eternal fountain.

The volume of water is limited, but, as a writer has prettily said, "it appears to more advantage at its lowest than at its highest volume; for the chief beauty of the falls is in the crossing of the delicate spiral threads of water, producing an effect which reminds one of fine lace." A couple of hundred feet below there is an old wooden bridge, whose span is only thirty feet, showing the modest scale upon which the beautiful cascade and its immediate surroundings are constructed. From the bridge a delightful view of the face is obtained, as it pours unceasingly into the basin sixty feet below its crest.

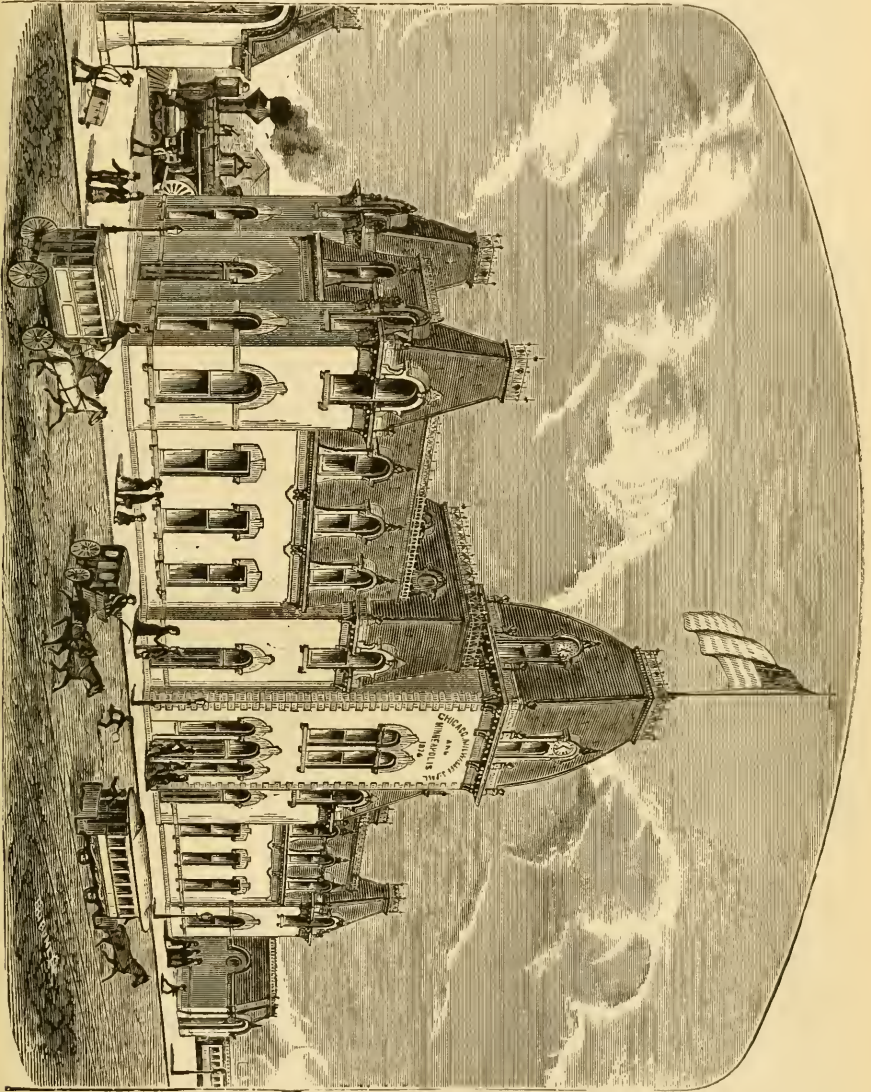
The narrow gorge from the centre of the fall to the bridge is in the form of an ellipse with a depth of about sixty feet. The summits are covered with forest trees of many varieties. The bluffs descend gradually from below the bridge to the water's edge, the shore continuing heavily fringed with dense foliage. Behind the thin, transparent veil of water at the falls a path allows the visitor to pass, affording a cool spray-dedewed halting place not the least among the beauties of Laughing Water.



MINNEAPOLIS.

The "North Star City," as the rich and growing city of Minneapolis is proudly called by the people of Minnesota, is the county seat of Hennepin county, beautifully situated on both banks of the Mississippi, at the Falls of St. Anthony. At this point the two great lines of the Chicago, Milwaukee and St. Paul Railway meet, the trains of each arriving and departing from the same place. In addition to this, the Brainerd branch of the Northern Pacific line connects at Sauk Rapids with the St. Paul and Pacific for Minneapolis, whence trains are run through by this connection to Bismarck, D. T., making this route to the Black Hills considerably shorter than any other. Another important

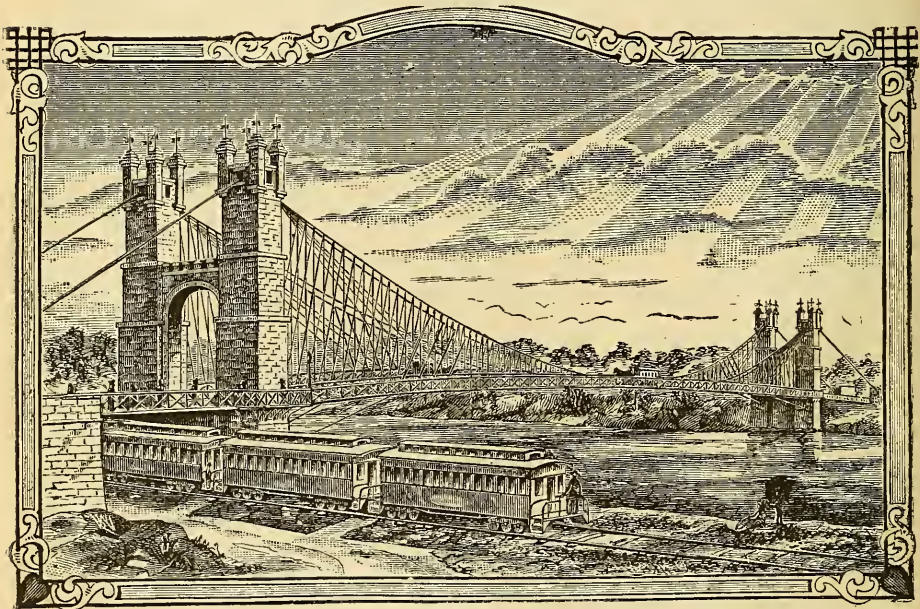
commercial outlet is found through the St. Vincent branch of the St. Paul and Pacific road, by its new extension from Fisher's Landing to the State line, where it will connect with the Canadian road to Fort Garry. Thus it will be seen that the entire Northwest is reached by the Chicago, Milwaukee and St. Paul road through its Minneapolis connec-



tions, opening up for that city a commerce in all directions, of which no rival can ever deprive the North Star Metropolis.

The early history of Minneapolis is replete with the struggles of new settlements in the West. It has gone through dark times, often with every circumstance pointing to failure as the ultimate outcome. The first white settler, Franklin Steele, Esq., located a claim in 1837, a few weeks after the treaty with the Indians had been negotiated.

This claim was on the east side of the river, just opposite the Falls of St. Anthony. Others followed, and ten years later a small settlement called the Village of St. Anthony's Falls had grown up. At this time all the territory now occupied by the city on the west side of the river was included in the Fort Snelling reservation, and was not open to settlement. In 1849, Col. John H. Stevens secured a permit from the government to build and occupy a house on the west side of the river, which he did, keeping a ferry across the river above the falls, near where the suspension bridge is now located on the west side, and the year following several others staked out pre-emption claims, forming the nucleus for a village. During the next four years Minneapolis continued to improve, and the initiatory steps were taken to utilize the vast water power on the west side. In the meantime the village of St. Anthony's Falls continued to improve rapidly; several flouring mills were erected, and in 1855 the city of St. Anthony was chartered, and Henry T. Welles elected the first Mayor.



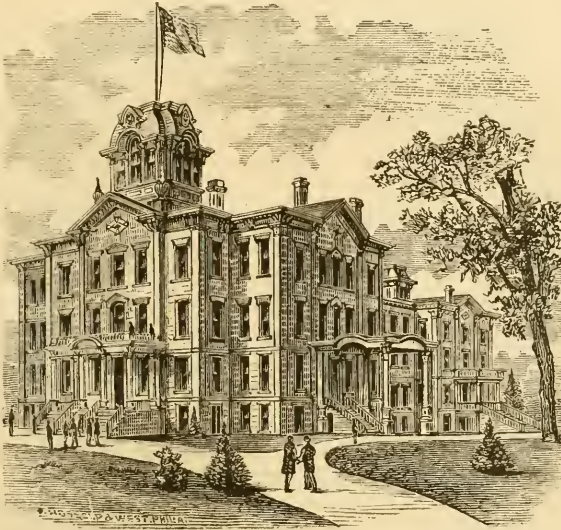
MINNEAPOLIS SUSPENSION BRIDGE.

Among the public works of importance, the suspension bridge, connecting the east and west divisions of the city, is one of the finest structure of the kind in the West. It crosses from Bridge Square, fronting the City Hall, and was erected in 1876, at a cost of \$175,000. It is 675 feet in length, and has a roadway with double track for teams, twenty feet wide, two street car tracks, footways on either side, each six feet wide, supported by independent cables. Besides the one just described, there are two other costly and handsome bridges connecting the different parts of the city.

Throughout the Northwest the public buildings of Minneapolis are noted for their number, and the expense which North Star enterprise has lavished in rendering them adequate to the requirements of their missions. The elegant building occupied by the City Hall and Post Office, an excellent idea of which may be gained by reference to the accompanying illustration, is a credit to the city. The University of Minnesota, a cut of which we present, was located at the Falls of St. Anthony by act of the territorial legislature, and the location was confirmed by the State constitution. Situated on the east side of the river, its site is a commanding bluff, which overlooks the whole city, and the

Falls of St. Anthony. This institution went into actual operation as a preparatory school in 1867, and its first college commencement was held in 1873. There is an ample endowment consisting of lands granted by Congress, of which sales have been made amounting to \$350,000, and it is expected over \$1,000,000 will be realized from this source for the whole grant. At the present time there is a faculty of sixteen professors and tutors, and the number of students enrolled amounts to about 375. The principal buildings are the main building, in which the bulk of the scholastic work is carried on, and the Agricultural College, (53 x 146 feet) in which the chemical and physical laboratories, the plant house and the museums of geology and agriculture are situated.

The main building contains fifty-four rooms, among them a fine assembly hall ninety by sixty feet, and twenty-four feet high. This hall is to be beautifully decorated. The



UNIVERSITY OF MINNESOTA.

library, the largest and best in the state, being, in fact, the general library of the state, and containing 12,000 bound books, is on the first floor. A fine reading room adjoining is open daily, free to the members of the University and to the general public. The general museum, on the third floor, is well worth a visit. Here are to be exhibited the collections of the geological survey, which is now carried on by the scientific corps of the University, under the authority of the board of Regents. The classical museum is also inaugurated in room 36.

One of the handsomest school buildings in the United States has been erected during the past year as the High School of Minneapolis. As will be seen from the illustration the architectural design is of the most advanced school of æsthetic taste in construction, and the internal arrangements of the edifice fulfil the promise of the exterior to the letter.

The extreme dimensions of the building are 112x136 feet, and the working rooms are all on the first and second floors, each of which contains two school rooms forty-four by fifty-four feet, each of which in turn is entered directly from both boys' and girls' hall, and indirectly through cloak rooms. The boys' and girls' halls are nineteen by twenty-two feet with a vestibule, and easy and spacious staircase, recessed in the round towers, and isolated from the main structure by heavy fire-walls.

Adjoining each school room, and also connected with halls, are three recitation rooms each twenty by twenty-four feet.

The girls' entrance is sheltered by a stone piazza, ten by forty-five feet, upon which, also, opens the office of the superintendent, situated on the first floor of the main tower, the second story of which contains the laboratories.

The third floor contains a hall, 52x70, with ample recessed stage, also a literary society room, 44x54, and a room for drawing, 22x54 feet.

The basement contains, besides the steam heating apparatus, fuel rooms, boys' and girls' toilet rooms, water closets, etc., a gymnasium, 43x53 feet and 13 feet high, well lighted from the Fourth avenue side, upon which is the street entrance to the gymnasium and superintendent's office.



SILVER CASCADE NEAR MINNEAPOLIS.

The exterior walls are of the local gray limestone, rock-faced, with trimmings of cream-colored Kasota stone. The roofs are slated in black and red, the cornices, copings, etc., are of iron, and the gutters, flashings, etc., of lead.

The style of the building is the secular gothic, so much employed in England for the past thirty years, and by the best designers of the East for a somewhat less period, and an effort has been made to carry into every part of the design the principle of honesty and constructional decoration which is foremost among the charms of the style.

A little good carving and wrought metal work has been introduced, and in accordance with the best tradition of the style, the ornamental designs are in no case duplicated in execution, but vary with each individual capital, finial, etc.

Another educational institution of prominence is the Augsburg Lutheran Theological Seminary, very influential in the denomination it represents. The buildings were erected at a cost of \$25,000, and a faculty of four professors and two tutors, with 103 students devote themselves to religious study within its walls. Sixty-one churches of various denominations raise their spires above the surrounding mills and warehouses of

Minneapolis. All denominations are represented, and the proportion of churches and missions to the aggregate population seems to suggest the North Star City as being a God-fearing, at least a liberal church supporting community.

The manufacturing interests of Minneapolis, for a long time past of great importance, have within a few years received an impetus from the rapid extension of the city's railroad connections, and steady growth of settlement in the region tributary in every direction. During the year 1877 over 10,000,000 acres of land were sold to actual settlers, thus creating a large home market for manufactured goods of all kinds, while the new country of Manitoba has been for a considerable period a heavy purchaser of machinery, agricultural implements, furniture, and so forth.

The Upper Missouri valley, the Black Hills and all Dakota are now open to competition, and Minneapolis has the advantage in the contest in distance, being the nearest manufacturing centre to all this Northwestern territory; of railroad communication, having direct connection with all that country without reshipment; and last, though not least, the unequalled facilities furnished for manufacturing purposes by the water power and large lumber interests centered here. The business men and manufacturers of the city are awake to the importance of preparing to meet this increased demand. Branches of manufacturing already established are preparing to increase their product, and new industries, such as the growing trade demand, are being introduced.

#### LAKE MINNETONKA.

This beautiful body of water is one of the largest as it is also one of the most attractive lakes in the State. It is distant twenty-four miles from St. Paul by the St. Paul and Pacific Railroad, and deservedly ranks as the leading watering place of Minnesota. The total length of the lake is in the neighborhood of twenty-eight miles, and in width it varies, being not more than four to five miles at any point. The coast of Minnetonka is at least two hundred miles in extent, as its shores are everywhere indented with bays, inlets and gulfs. These natural features give the lake a variety of scenery not to be excelled in the whole Northwest. The shores are covered with the beautiful foliage peculiar to the North Star State, and the forests are alternated with golden fields and noble bluffs, all presenting nature in every phase delightful to the senses.

As a summer resort Minnetonka has been steadily growing in favor for several years, and at the present time the results of recent enterprise on the part of those whose mission is to cater to the comfort of visitors, are seen in the flocks of tourists who regularly take their holidays at the "Big Water," as the name of the lake signifies in English. Everything is found here calculated to please the careworn city man. The shooting and fishing are magnificent. Facilities for any kind of life, hotel, camp or cottage, are amply present. Sailing, boating, "steaming," driving, bowling! Everything is provided for the heart's content.

Wayzata, a station on the St. Paul and Pacific road is the *entrepot* to this lovely region for all who journey thither by rail, but many, especially residents of St. Paul and Minneapolis, ride or drive over the charming roads leading from those cities to the lake. From the latter town the distance to Excelsior on the lake is only eighteen miles by carriage road, and this is naturally a popular trip, as the scenery all along is extremely picturesque. Wayzata being the only railroad point on the lake has considerable local importance. Here the visitor must look for his letters, baggage and the quartermaster and commissary stores so convenient to the summer wayfarer.

#### WHITE BEAR LAKE.

Near White Bear, a station on the St. Paul and Duluth Railroad, is situated one of the most popular and delightful summer resorts in the country. White Bear Lake is especially favored, with reference to its local advantages, in being about equally distant

from the three largest cities in the State, Minneapolis, St. Paul and Stillwater, from all of which places a large patronage, alone sufficient to support its pretensions to being considered a leading watering place. White Bear Lake is a charming little sheet of water about four miles in length by three wide. A picturesque island rises from the bosom of the lake near its centre. The bright pebbly beach is loaded with opalescent gems of agate and carnelian, while the crystal waters, clear and cold, are the home of game fish in great numbers. Lake Shore, a new station, has been recently established by the St. Paul and Duluth company for the convenience of visitors to Bear Lake.

In an historical description of the locality, Colonel J. Fletcher Williams of the State Historical Society writes:

"This neighborhood was, from time immemorial, a grand battle ground between the Chippewas and Dakotas. There is hardly a foot of ground around White Bear Lake that has not been ensanguined by the blood of these hereditary foes. Spirit Island seems to have been the most hotly contested ground, and to this day the remains of rifle pits, redoubts and earth works are there to be found, while its soil was enriched by the innumerable warriors who were slain. It is a perfect Golgotha—an island cemetery. These fierce combats continued as late as 1855, when a party of Sioux from Kaposia passed the lake on a hunting expedition. Near Oneka Lake, a few miles above, they encountered the Chippewas, one of whom they killed and scalped, losing, however, two of their own braves by mortal wounds. They brought their wounded comrades with them, on litters, and encamped on the banks of Goose Lake, just above where St. John's Church was afterwards erected, and held a scalp dance. They spent two days and nights in their infernal orgies, frightening women and children by shaking the reeking scalp of their dead enemy above their heads.

"During the early days of the white settlements the Indians were very troublesome. The Sioux claimed the right to hunt and fish and gather cranberries and rice, which were very abundant. Game was so plentiful that both Chippewa and Sioux dreaded the idea of abandoning it. The lake teemed with fish, aquatic fowl, muskrat and mink. The forest abounded with bear, deer and other game, while wild rice and berries were plentiful in the lakes and marshes. It was to them *Wa-che-cha*—the land of plenty. Some idea of the abundance of game may be gained by a single instance. In the winter of 1853-4, Little Crow, Red Iron and several other chiefs, who then had a village at Kaposia, camped at the lake with a few lodges. During the winter, by actual count, they killed 1,265 deer. What wonder that game should grow scarce? What wonder the red men should dislike leaving their *Wa-se-cha*."

Among the beauties of White Bear Lake, Spirit Island stands pre-eminent. It is a favorite resort for camping parties, and realizes thoroughly the ideal of retirement from all the bustles and cares of civilized life. An interesting Indian legend tells how it was regarded with reverence by the Dakotas in the elder day. Railway and hotel facilities combined with natural attractions unsurpassed at any resort in the world, render it certain that White Bear Lake will advance in popularity and prosperity as one of the most delightful fashionable watering places in the Golden Northwest.

#### BRAINERD.

Brainerd occupying an attractive site on the banks of the Mississippi River is the seat of the general offices of the Northern Pacific Railroad, of which line it is an important station. The town is largely visited by sportsmen who come to enjoy the fishing and shooting of the vicinity. The lakes in the immediate neighborhood are stocked with the finest black and rock bass, pike and pickerel in the country; and the country abounds with deer, partridge, ducks and geese. The town has 1,000 inhabitants and boasts of an excellent hotel. It is the junction of the Western Railroad, now running in connection with the St. Paul and Pacific direct to St. Paul thirteen miles distant. A stage line and mail route also connects it with Leech Lake Indian Agency to the north.



## DETROIT.

This town is the county seat of Beecher county and is located near the shore of Detroit Lake, on the line of the Northern Pacific Railroad. It is just on the border of the beautiful park region, has a population of 1,200, mostly immigrants from New England. Detroit Lake is one of the finest sheets of water on the road, and has become quite a popular resort, the scenery, hunting and fishing of the neighborhood being unsurpassed anywhere. Besides its railway communications, Detroit is connected by stage with the White Earth Indian Reservation in the north, and southward through the Pelican Valley to Fergus Falls and Campbell, on the St. Paul and Pacific Railroad.

## DULUTH.

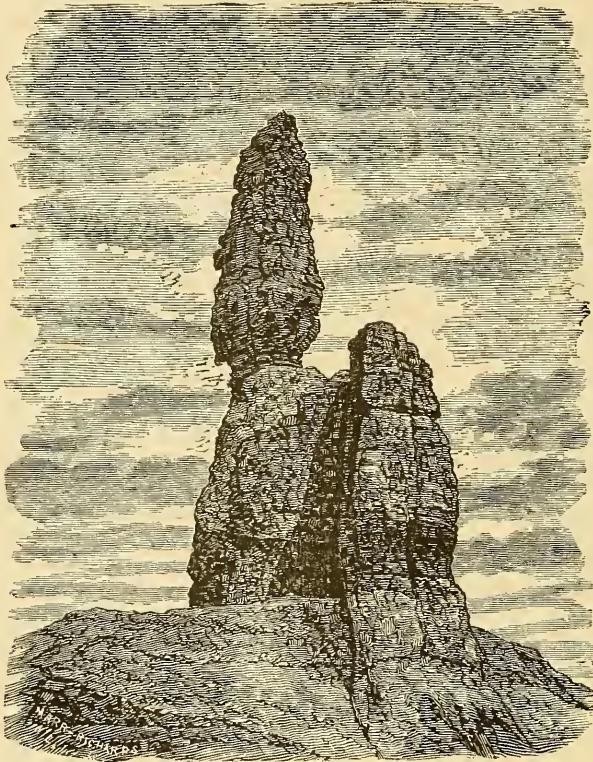
One of the most interesting incidents in the history of Northwestern development is found in the startling growth of this city at the head of Lake Superior. Less than ten years ago a few scattered huts were all the evidences of settlement on the site of the important and growing commercial port and city of Duluth. Where now broad streets lined with warehouses, churches, schools and handsome residences, spread out in every direction, only a few years ago the gentle bovine ruminated in the shade of lordly forest trees, and the song of the fisherman or the hum of the bees was all that broke the stillness of the region. Superior City, a small settlement across the bay of Superior, three-quarters of a mile wide, in former years supplied the few people at Duluth with the necessaries of life. This, the earliest commerce of the place, was conducted by means of bark canoes during open navigation, and dog sledges in the winter. Superior City had ambitious aspirations, and experienced a sudden growth at the time the Northern Pacific Road became a fixed fact, but after two or three years of prosperity and progress ceased, Duluth meantime springing into existence a full fledged city.

Like almost every important town in the West, Duluth owes its good fortune to railways. Being the terminus of the St. Paul and Duluth, and of the Northern Pacific lines, its facilities for inland commerce extend in every direction, while added to this it commands the commerce of the great lakes, holding the head of navigation. This latter consideration must alone make Duluth the "Chicago of Minnesota," as its friends already delight to call it, for when the northwest is thickly populated as it will be within a short time, this city will necessarily become the commercial metropolis of a vast region. But the advantages of the situation are not alone sordid or material, for the site of Duluth is one of the most beautiful in the Golden Northwest. Lake Superior, "Gitchie Cumea" of the Dakotas, is celebrated the world over for the grandeur of its scenery, and in no part of it to a greater extent than in this vicinity.

Government has lent a helping hand to this lusty child of the lakes and woods by constructing a magnificent breakwater to protect the outer harbor. The result of this judicious outlay gives Duluth a dockage of over twenty miles; sufficient to accommodate the great fleets that from the ports of our own country and over-sea will one day anchor at the gates of the North Star Empire. At the present time the city has about twelve miles of well graded streets, over a thousand business houses, with an annual trade of nearly six million dollars, a number of workshops and factories and adequate wharves and other facilities for the marine interest. Several prosperous churches, neat, ample and fully appointed schools and fine public buildings; all give to Duluth the air of a full grown, almost middle-aged town; truly surprising when one reflects that only the other day, as it seems, civilization had not yet disturbed the wildness of nature, where the metropolis of the future already defends its claim to consideration as one of the cities of the Northwest. The wonderful progress and development of this point is due confessedly to the enterprise and energy of the St. Paul and Duluth management more than to any other one influence. Through that road and its connections, especially one of them, the Chicago, Milwaukee and St. Paul Road, Duluth has been favored with trade advantages, the outcome of which may be noted in her present important business interests.

## NORTHFIELD.

The terrible tragedy enacted at Northfield a couple of years ago has environed that town with a romantic interest that it would never otherwise have attained. The raid of the James and Younger brothers, the capture of the Bank of Northfield, the heroic defense and death of Heywood the cashier, and the subsequent excitement and campaign against the fleeing bandits—all this is still fresh in the minds of the public. Northfield is a little city of 2,000 inhabitants, thirty-nine miles from St. Paul on the Chicago, Milwaukee and St. Paul Railway, and on the east bank of Cannon River. Carleton College, one of the most popular seats of learning in the State is located here, and the city is otherwise of



CASTLE ROCK.

local importance as the supplying point for a large section of thriving country. A curious natural feature rises from the prairie six miles north and one mile east of the railroad, called Castle Rock, a tower of white sandstone forty feet high.

## FARIBAULT.

In the early part of the present century Alexander Faribault established a trading post on the site of the present wealthy and flourishing city that bears his name. The town was not laid out until 1855, since which time its growth has been steady. Faribault is situated on the Iowa and Minnesota line of the Chicago, Milwaukee and St. Paul Railway, and distant from St. Paul fifty-three miles. Two small rivers, between which it is located, furnish an ample water-power utilized by a number of manufacturing establishments. The industrial interests of the city have been pushed to a considerable extent, and its manufactures are steadily increasing. The county town of Rice county, Fari-

bault has the further distinction of being the cathedral city of the Episcopal diocese of Minnesota, and the seat of several influential Angelican schools and colleges. The "Shattuck Grammar School and Seabury Mission," and St. Mary's Hall, the latter one of the most popular colleges for young ladies in the country, are located here. A new cathedral and Episcopal residence are now nearly completed, and will cost over \$100,000. The Right Reverend H. B. Whipple, Bishop of Minnesota, under whose care and enterprise the colleges and schools of Faribault have grown up to their present prosperity, has, of course, his residence here and is greatly respected, not only on account of his distinguished position as a prelate, but for the work he has done in adding to the importance of his see city.

The Central High School, a widely known educational institution, occupies a handsome building which cost \$30,000. On the bluffs east of the city the State Asylum for the deaf, dumb and blind occupies a prominent site. The buildings are comfortable, adequate and well appointed, and erected at a cost of \$53,000.

#### AUSTIN.

Austin, which has grown so largely in importance during the past few years as to take rank among the leading interior towns of Minnesota, is situated on the Cedar River 101 miles from St. Paul by the Chicago, Milwaukee and St. Paul Railway. It is the county seat of Mower county, has a population of 3,000 and controls a large trade drawn from the rich and fertile agricultural region around it, including several counties, both in Minnesota and Iowa. The Chicago, Milwaukee and St. Paul Railway have a branch line which extends from Austin, southwest to Mason City, completing the St. Paul connection over this road of the Burlington, Cedar Rapids and Minnesota and the Central Iowa Railroads.

#### MOOREHEAD.

Moorehead, a busy, thriving town on the Red River, and a station on the Northern Pacific Railroad, has a population of about 1,000, and controls the trade of a large section of country. It has several fine churches, schools, a number of business houses, hotels, and so forth. A large grist mill is located here, with a capacity of 600 bushels daily. The geographical position of Moorehead and its railway connections give to the town an assurance of continued and enhanced prosperity, in common with its sister points on the great highway to the gold fields.

## CHAPTER IV.

DAKOTA—MONTANA—WYOMING—THE BIG HORN COUNTRY—GOLD MINING—AGRICULTURE—RAILROADS—THE POSSIBILITIES OF THE COUNTRY.

The vast Territory of Dakota, with its 150,000 square miles of area stretching from the British possessions to Nebraska, and from the borders of Minnesota and Iowa to those of Wyoming and Montana, attracts at the present time probably more attention than any other division of our country. It is the watershed of the two great river systems of the continent, the Missouri basin and the tributaries of the streams which reach Hudson Bay. From the northwest to the southeast border the great Missouri affords facilities for steamboat navigation and already several hundred miles of railroad are in operation. Within the past two years the flood of emigration induced by the discovery of gold in the Black Hills and the development of agriculture along the line of the principal railroads has been greater than that of any other State or Territory. Farming land which will grow seventy bushels of corn, thirty to fifty bushels of wheat, and forty to seventy-five bushels of oats to the acre, will not remain long uncultivated, and thousands of pioneers have erected their little homes and cleared their farms even far beyond the existing limits of the railroads, which in a few years will girdle the northern continent.

Dakota is rich in every element of material prosperity, in fertile prairies and every useful mineral; in vast plains, watered by hundreds of streams and diversified by unnumberable lakes and ponds, and furnishing abundant pasturage throughout the year. It has water-power sufficient to make it in the future a great manufacturing region, and few years will pass ere the iron ores of Dakota will be smelted on the spot, with coal from the inexhaustible veins of the Missouri river country. Dakota is but in its infancy, but no sturdier child ever drank in Nature's nourishment and its growth is constant and rapid.

The Territory of Dakota was organized by act of Congress approved March 2, 1861, and included the present Territories of Montana and Wyoming. In 1861 it was reduced to its present limits. Its general surface, east and north of the Missouri, consists of an undulating prairie, traversed by many streams and dotted with innumerable lakes, and it is entirely free from swamps and marshes. The Black Hills, a description of which will be found elsewhere, are in the southwest and extend into Wyoming. The prevailing soil is a rich, dark, sandy loam from six to twenty feet deep, and remarkably fertile, and the bottom lands of the great rivers are excelled in fertility by none. The climate is pure and dry and extremely favorable to health, pulmonary diseases being almost entirely unknown. It is especially well adapted to stock raising and sheep husbandry, industries which are rapidly increasing. State government will doubtless be accorded to Dakota within very few years, the wealth and population of the territory being already an ample justification for its admission to full membership in the Union.

## FARGO.

This fine city is one of the most notable evidences of sudden, and at the same time substantial growth and prosperity in the Northwest. It owes its being to the opening up of the region by the Northern Pacific Railway, as do the other now prosperous towns along the line. Fargo is the county seat of Cass county, Dakota, situated on the west bank of the Red River and is a prominent station of the Northern Pacific Railroad. The shops and engine houses of the Dakota division of the road and the United States land office are located here. The city has a fine brick court house; the finest public hall in the territory; several hotels such as the Headquarters House, which will compare favorably with any in the country; many elegant stores, grain warehouses, lumber yards and tasteful residences. There are a number of good schools and seven churches in the place, which speaks volumes for its intellectual and moral character. Three excellent newspapers find readers and patrons, the *Republican*, *Times* and *Independent*, one of which, the *Republican*, is rapidly attaining a reputation and circulation beyond the territorial limits. Several local lines of railroad are pushing their way to the aspiring young metropolis, costly water works are projected, its trade is constantly extending into the rich and growing country around it, and all indications seem to justify the sanguine anticipations of its citizens as to its prosperous future.

Stages connect Fargo and Moorhead with Caledonia, Grand Forks, Pembina and Fort Garry northward, with Devil's Lake northwest, with Norman and Owego southwest, and with Fort Abererombie, Breckenridge and Fort Wadsworth south. Both towns are also, during the season of navigation, important shipping points for the great trade carried on by way of the Red River with the British Northwest, at Winnepeg and Fort Garry.

## BISMARCK.

Bismarck, the present terminus of the Northern Pacific Railroad, is beautifully located on high grounds on the east bank of the Missouri River. It has a population of 2,500, which is daily increasing by the arrival of immigrants, speculators and enterprising men of every trade and profession, from the oldest regions of the East and South. The city is growing as if by magic, and already boasts of handsome public buildings, churches, schools, stores and factories, and admirably kept hotels, the Sheridan House being recognizedly the costliest and finest in the Territory. The city is the headquarters of General Rosser, chief engineer of the Northern Pacific Railroad, and has until recently been the western terminus of that great line, but an extension of a hundred miles to the Yellowstone region is now under contract and work is being energetically pushed forward. Fort Lincoln, on the opposite side of the Missouri River, is one of the most important military posts on the northwestern frontier, and Mandan, which has just sprung up on the west bank of the river, bids fair to be a brisk and populous town. From Bismarck the Missouri River is navigable for 1,200 miles to the northwest, and during the season a regular line of boats is run to the Upper Missouri River, connecting at Forts Benton and Carroll with stage lines to Helena and other points in Montana. It is also, the connecting point with the Northwestern Express, Stage and Transportation Company's daily line of coaches to Deadwood and other points in the Black Hills. The place has a heavy and rapidly growing trade with the country around it, and the various Indian agencies and military posts above and below, and all the indications point to its becoming at no distant day one of the most important and prosperous cities in all the Golden Northwest.

## THE BLACK HILLS.

The Black Hills, the El Dorado of the period, are to well known in a general sense to require introduction. They have been the dream of the adventurer for several years, and in the short time that has elapsed since our first authentic account of them in 1874, have already grown to rank as among the most promising mining districts of the world.

During the last year alone the gold yield was over \$3,000,000. In his excellent Guide to the Hills, Judge Maguire thus speaks of their geography and topography: "The Black Hills are an isolated mass of elevations, about 120 miles in extent, from northeast to southwest, with an average width of fifty miles, their area being not less than 6,000 square miles. They are so called from the sombre aspect they present from a distant view, caused by the vast evergreen forests of pine, with which they are generally clothed. Many are still ignorant of their geographical position, often confounding them with the two mountain districts of the same designation south of the Platte River, in Southeastern Wyoming. According to the latitudinal lines, they are about sixty miles north and a little over 800 miles west of Chicago, and are situated between two forks of the Cheyenne River, which surround them so completely that both these streams have their origin in the same locality, and their head waters interlock. The north current is usually called the Belle Fourche, or Beautiful Fork." The Hills are reached by the splendid fast mail stage line of the Northwestern Stage and Transportation Company, from Bismarck, connecting eastward with the Northern Pacific and Chicago, Milwaukee and St. Paul Railways. The Hills "embrace all that is grand and beautiful in nature—cloud-piercing peaks, snow-crowned nine months out of the twelve; deep-down canyons, gloomy and savage, with dense forests and craggy walls of slate, granite or limestone; fairy fountains and crystal streams, and richly flowered plateaus and glades—flowers gorgeous in coloring and sweetly fragrant. The highest peaks are from 5,000 to 8,000 feet high, not so great altitudes as are found among the perpetually snow-capped mountains of the Big Horn, further west, but they appear as lofty when measured by the eye in comparison with the surrounding elevations. Such is a 'birdseye' view of the Black Hills. The greater portion of them are in the southwestern corner of Dakota, which embraces nearly all the discovered mines; the other portion is in Northwestern Wyoming, and Southeastern Montana is in close proximity. As the new gold discoveries extend to the three territories, a new territorial organization, which will embrace them all under one system of laws, seems so obvious a judicial necessity that I have no doubt it will soon be consummated.\*"

After the Custer expedition of 1874 had settled the fact that gold in paying quantities was to be found in the Hills, adventurers poured in towards the stockades on French creek, the present site of Custer City. In 1875 military orders were given to escort the settlers out of the region and the pioneers were collected at the stockades for that purpose. Before leaving, however, they organized a town government, named the settlement Custer City, and dedicated a log building as the city hall. A few evaded the vigilance of the military and appeared again upon the scene almost as soon as the army disappeared over the hills. Settlers soon began to arrive again in numbers, and further interference on the part of the government was abandoned. In spite of the Indians, miners' claims soon covered the locality, extending over the rich placer diggings of Spring and Rapid creeks to the north. Deadwood and Whitewood gulches, seventy miles north of Custer City, were reached during the winter of 1875-76, and were claimed throughout their extent. It is said that one claim in Deadwood gulch was offered in February, 1876, for a little flour and bacon, which has since yielded \$300,000. The number of people in the Hills in July 1876, was estimated at 6,500—about half of whom were in Deadwood City. Since that time immigration has brought the population of Deadwood alone up to 10,000, while there are at least 50,000 in that place and the surrounding region.

It was generally supposed that the Black Hills had been unknown to white miners up to 1874, but in view of discoveries made since the recent opening up of this country, that view is shown to have been incorrect. We quote again from Judge Maguire's interesting account: "Gold was discovered there by white men, years before the lamented Custer entered the country at the head of an army, and it would undoubtedly have been settled and developed immediately after, had not these unknown first discoverers all been mas-

\*Maguire.

sacred by Indians, wherefore reports of their discoveries were never published. Near Rapid Creek and on Whitewood and Deadwood Creeks, old 'prospect holes' have been found. There is an old shaft on a gold bearing quartz vein which crosses Deadwood Gulch; and the trees near by bear the marks of bullets and arrows, the appearance of which proves that they were made years ago. In making 'clean-ups' last summer, in one of the Deadwood claims, old, rusty nails were found; and on another there was an old pile of tailings. Of the conclusion arrived at from these evidences, there can be no reasonable doubt—the unfortunate white men who sank the shaft on the gold vein, were seized and tied to the missile-scarred trees and riddled with arrows and bullets. Those who excavated the old 'prospect holes' likewise fell victims to the fiendish Sioux, and not one of these first discoverers was left to report the fate of the others." So many links are lost from as many family circles, and the mourning friends of the victims, whoever they may be, are to-day alternately hoping and despairing over the long silence of their loved ones. Better they should never know just how the gloomy messenger came to seal their lips forever!

#### DEADWOOD.

The city of Deadwood is located at the northern extremity of the Black Hills, at the confluence of Deadwood and Whitewood creeks, and about eight miles in the interior, or from the foothills where the latter stream enters the prairie. The position while not at all eligible for a settlement of any kind, much less for a city of the pretensions of Deadwood, has been so improved by artificial means, that not only are a surprisingly large number of people housed within its limits, but the *tout ensemble* is very pleasing to the eye. Originally, the narrow gulch admitted of but one street, but excavations and cribbing have gradually added one after another until the entire north hill is now cut up into avenues, like steps, appropriately named, and lined with pretty little cottages and dwellings of more elaborate designs. The southern hill, owing to its abruptness, is valueless for building sites, and, with the exception of one or two crudely constructed log cabins, regular "old timers," which threaten to wreck themselves and residences below at any moment, its breast is bare and uninviting. The city proper, as generally understood, (there being no legally defined limits), is about one mile long, and contains at the present time about 10,000 inhabitants, the male portion being engaged almost exclusively in mercantile and other legitimate business pursuits. Deadwood, although not immediately at the mines, is universally considered the metropolis of the Hills, being the county seat of Lawrence county, and having the land office, courts, banks, express offices, stage headquarters, signal service station, and commission houses—conveniences found nowhere else in the hills—and in addition contains many large jobbing houses, retail stores of every description, two excellent hotels, two daily, one weekly and one semi-monthly papers; two churches, Congregational and Catholic; schools, the telegraph, fire department, efficient constabulary force, a large and most excellent society that is daily increasing, and all the concomitants of a well regulated and prosperous community.

Three daily mails, a money order post office, the telegraph and banks present facilities for conducting business, equal to those elsewhere enjoyed. Comfortable dwellings, marts of trade of all kinds, keeping stocks of graded qualities to suit the tastes and purses of every one, the poor as well as the rich; a charming climate, plenty of vigorous exercise and universal prosperity, makes life in the Hills both pleasant and healthful.

#### THE BIG HORN COUNTRY.

Comprehended within the designation of the Big Horn country is included all the region lying between the Yellowstone on the north and the Sweetwater on the south, and between the Black Hills on the east and the degree of longitude defining the line of Wyoming and Idaho on the west.\*

\* Strahorn's Guide Book.

The Big Horn region has ever been regarded as the most delightful place of residence by the American Indians. It has been for a long time the theatre of an unceasing and cruel war between the Crows and Shoshones on one side and their bloody enemies the Sioux, waged for the possession of the country. The saying of the Crows that "The Great Spirit only looks on other countries in the summer, but here he lives all the year," beautifully expresses the savage appreciation of the most favored section on the continent. Indian traditions inform us that many years ago whites came to the region and trapped the wild animals for furs, but beyond this they took something from the ground which they seemed to prize. This excited the jealousy of the natives and they slaughtered the intruders to a soul. At a later date when the aborigines learned the value of gold strangers were more suspiciously watched than ever, the former determining to hold their hunting grounds at all hazards. During the Pike's Peak and Montana excitement, parties who traveled in or near the region found "color," and from that time the knowledge of its wealth, only waiting development; has been spread over the world. Since General Crook took command of the department, large numbers of settlers have been enabled to go in, and at the present time camps, trading posts and mail routes are established pretty well throughout the section. Gold has thus far been found in various quantities and degrees of purity in nearly all the streams between the Powder and Yellowstone Rivers. Shipments of gold from the Big Horn were made last year in small quantities. The prospects on the mountain tributaries of the Tongue River have recently brightened materially through the discovery of some excellent diggings. There are between 3,500 and 4,000 prospectors and miners scattered along the various streams, some of whom are doubtless destined to become the Floods and Mackeys of the future.

#### MONTANA.

The Territory of Montana was organized in 1864, from land formerly included in Idaho, and as at present constituted, has an area of 146,000 square miles. On the north it is bounded by the British possessions, south by Idaho and Wyoming, west by Idaho, and east by Dakota. The western division is extremely mountainous, the great range of the Rocky Mountains passing through it, and the east consists of great plains or rolling table-lands, embracing three-fifths of its entire area. The Jefferson, Madison and Gallatin Rivers, (so named by the famous explorers, Lewis and Clarke) which unite to form the main affluent of the mighty Missouri, take their rise in this Territory, and there are many other rivers and numerous lakes. The climate is pleasant though dry, and is extremely favorable for agriculture and stock raising.

But it is the mineral wealth of Montana which, more than all other elements of material prosperity, claims the attention of the intelligent reader. Gold was first discovered in 1852, but it was not until 1861 that mining operations were begun. At first only the placer deposits were worked, but in 1863 quartz mining was initiated, and it is estimated on the best authority, that since that year over \$150,000,000 worth of gold and silver has been obtained. Coal and lignite and all varieties of building stone abound, while lead and copper and other minerals are also plentiful. Montana has an abundance of excellent timber, estimated to cover over 25,000,000 acres, and consisting of pine, cedar, fir and hemlock of the best quality. The government is similar to that of other territories and law and order prevail. The finances of the Territory are in a flourishing condition; education receives its due meed of encouragement, and there is no lack of newspapers and other adjuncts of civilization. By means of the Missouri River, navigable during the season as far up as Fort Benton, ready access is had to the interior of the Territory. Helena is the seat of government and is reached by stage route from Fort Benton and from Corinne, Utah. The saddest chapter in the history of this great Territory is the "Centennial Massacre" of July 25th, 1876, when the gallant Custer and his 300 cavalymen were surrounded on the banks of the Little Big Horn, by more than 5,000 Sioux Indians and nearly every man was killed.



## CHAPTER V.

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### SKETCH OF ILLINOIS—EARLY HISTORY—RAPID GROWTH—SOIL, CLIMATE AND RESOURCES —POPULATION, WEALTH AND DEBT.

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Among all the young giant States of the Golden Northwest, Illinois stands easily first. The name is a Delaware term signifying "Superior Men," and the early French gave the word a termination to suit their tongue. The Illinois Indians constituted a powerful confederacy and were, as their name implied, the best types of their race. Illinois was originally a part of Florida and belonged to Spain, but the first white settlements were made by those adventurous tramps, the French. Nicholas Perrot, in 1671, was probably the first white man who visited the region, followed by Joliet and Marquette in 1673. The first settlements were made at Kaskaskia and Cahokia by LaSalle in 1683. For nearly a hundred years it was a part of the French dominions, was ceded to Great Britain in 1763, and by her to the United States in 1787. Illinois was admitted into the Union as a State in 1818, having then about 50,000 inhabitants. The population by the census of 1870 was 2,539,891, and it is now considerably over 3,000,000. The state is 380 miles long, with an average width of 156 miles and an area of 55,410 square miles. It is mostly an elevated table land, with an elevation of from 350 to 800 feet above the level of the sea. Its soil is inexhaustibly fertile, and nowhere on earth do the labors of the husbandman yield more abundant returns. Illinois farmers as a class are thrifty and independent. A large part of the State is like a vast garden, neat houses, fine barns, blooming orchards, fields of golden grain, rich pastures, meadows and vineyards forming a continuous panorama of agricultural beauty and prosperity. Half its 102 county-seats are cities of commercial and financial importance. Every branch of manufacturing is carried on in the State and stock-raising is an extensive and profitable industry. The coal fields of Illinois would supply the needs of the world for generations to come. Her railroad system is among the finest in the Union, her whole surface being checkered with the iron pathways of trade and travel. She has within her limits 4,000 miles of navigable river, Lake Michigan washes her northern frontier, and the Illinois and Michigan Canal connects the great lakes with the Illinois and Mississippi Rivers, affording every facility of transportation. The assessed valuation of the State in 1870 was \$830,031,703, and the State debt was less than \$5,000,000. The county, township, city and school indebtedness, however, foots up an aggregate of about \$50,000,000. Religious and educational institutions abound everywhere, and are generally well supported. The State Lunatic Asylum and Deaf and Dumb Asylum at Jacksonville are magnificent structures. The Penitentiary is at Joliet, and an admirably managed Home for Soldiers' Orphans at Normal. The State now has nineteen representatives in Congress, which number will be much increased under the next apportionment, for at her present rate of growth Illinois

bids fair to be, ere long, second only to New York among all the queenly States of the Union sisterhood.

#### ROCK ISLAND.

This city, the county seat of Rock Island county, is the terminus of the Western Union Railroad on the Mississippi River, and since the completion of the road has rapidly risen in importance as a manufacturing and commercial point. With a population of only about 1,700 in 1850, it sprang to 8,000 in 1870, and now reaches full 15,000, and is constantly and rapidly growing. Some half-dozen railway lines center here, which, with the great "Father of Waters," give it uncommon advantages for general trade and for the distribution of the immense product of its manufactories. These embrace the Rock Island Plow Works, Rock Island Stove Works, Rock Island Glass Works, Christy's Cracker Factory, Warnock & Ralston's Cracker Factory, Rock Island Ship Yard, Wagner's, Huber's and King's Breweries, Doyle's Malt House, Corse & Ohlweiler's Mineral Water Factory, Rock Island Lumber Manufacturing Company and Meyerhauser & Denkmann's Saw Mills, employing an aggregate of 813 skilled workmen and turning out annually about \$2,000,000 worth of their wares. The annual capacity of one of the saw mills is 25,000,000 feet of pine lumber, 2,500,000 shingles and 3,000,000 laths, and of the other about 12,000,000 feet of lumber. The whole city is well built and wears an air of bustle and thrift.

#### MOLINE.

About three miles above Rock Island on the same side of the river is the city of Moline, with a population of 9,000 intelligent, wide-awake, prosperous people. No place of its size in all the West, or perhaps in the entire country, contains so many large and flourishing manufacturing establishments. Her citizens are unsurpassed in enterprise and progressiveness, and her situation at the foot of what is called the "Upper Rapids" gives her all the advantages of beautiful scenery and illimitable water-power. This kindness of Nature has been promptly appreciated and utilized, and the whole place teems with busy factories, employing an aggregate of 2,100 hands and yielding an annual product of \$4,000,000.

Among the most prominent of these establishments are the Deere Plow Works, the Moline Wagon Company, Moline Iron Works, Union Malleable Iron Works, Moline Organ Company, Barnard & Leas' Agricultural Implements Factory, Dimock, Gould & Co.'s Wooden Ware Factory, Moline Scale Company, Moline Paper Mills, Moline Pump Company, Deere, Mansur & Co.'s Drill and Corn Planter Factory, Schillinger & Trumble's Engine and Boiler Works, and Keator & Son's Saw Mills which employ 125 hands and annually turn out 15,000,000 feet of lumber, 5,000,000 shingles and 6,000,000 laths.

No description can convey any idea of the rush of activity that characterises the whole place. Everybody is busy, and the hum of innumerable industries, the roar of engines, the whirl of spindles and the clatter of hammers and wheels fill all the air from morning till night.

Among all its enterprising and successful institutions none surpass the famous

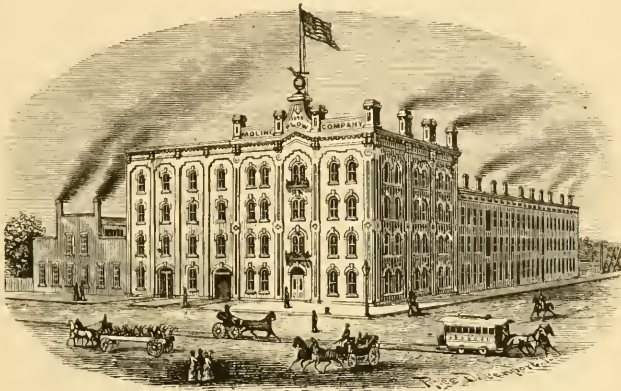
With all her advantages, of wealth, energy and public spirit, the future of Moline seems one of unbounded promise.

#### MOLINE PLOW COMPANY,

whose rise has been a miracle of energy, push and judgment, and whose wares are now sold in every land beneath the sun. The firm had its origin in the firm of Candy & Swan. Mr. Candy was one of the most intelligent and skillful of all the ingenious mechanics in the employ of John Deere & Co. About fifteen years ago he conceived the idea of becoming his own employer and united his fortunes with R. K. Swan, the lamented first president of the company, who died last May. They began with small capital, but with a large stock of vim, perseverance and knowledge of their business, and they succeeded from the start. The excellence and popularity of their plows soon gave

great uneasiness to John Deere & Co., and resulted in a long and vexatious law-suit over the right of the young firm to use the name of "The Moline Plow." The court at last decided that as the plow was manufactured at Moline, there was no legal way to prevent its being called by the name of the place.

Out of this contest came the organization of the Moline Plow Company in 1870, with a capital of \$400,000, which was increased in 1876 to \$600,000. Mr. Swan was elected president and held the position until his death. The success of the company has been phenomenal. With a working force of 500 men, they have in the past year turned out steel walking plows, breakers, gang and sulky plows, walking and combined riding and walking cultivators, road-scrappers, harrows, etc., amounting in the aggregate to over \$1,250,000. Of breaking plows alone they made and sold 48,000. Their implements have a large sale in every part of the United States, in Australia, the Sandwich Islands, British America, and Continental Europe. Their works contain from five to eight acres of floor room.



MOLINE PLOW WORKS.

The iron working shop, in which are the foundry, blacksmith shop, finishing room, hardening furnaces, and Holly pump (for protection from fire,) is 355 feet by 60 feet, and 30 feet high. The grinding and polishing room, and the room for putting together the wood work of plows and cultivators, are each 100 by 90 feet; in the former are twenty-five large grindstones and twenty-five emery wheels. The wood-working shop is 200 by 50 feet, and the paint and finishing room and the shipping room are each of the same size.

The big-brained, indomitable man, to whose efforts the grand success of the company has been in a great measure due, R. K. Swan, now rests from his labors on the banks of the mighty river he loved so well. He went to his grave in the beautiful May-time, beloved and lamented by the whole people of the city for whose advancement he had done so much.

S. W. Wheelock, who succeeds him as president, is one of the wealthiest men in the State, and is prominently identified with nearly every important enterprise and interest in his great city and region; and A. L. Carson, the secretary, has long been in the employ of the company and has shown himself fully qualified for any position and worthy of any trust that may be confided to him.

#### FREEPORT.

One of the most important points on the line of the Western Union Railroad is the city of Freeport, in Stephenson county. The first cabin erected in the county was that

of William Baker, in 1835. It stood on the ground which is now embraced in the limits of Freeport, but then was near the village of Winnesheik, chief of the Winnebagos. Tradition points to a spot near the foot of Stephenson street, where Winnesheik, having resisted the advances of the remorseless white foe until hope had perished, finding himself hemmed in by a band of pursuers, plunged into the Pecatonica River to escape, and swam across, never to return.

Freeport now has a population of 12,000 people, who, in intelligence, enterprise, wealth and culture, compare most favorably with the best citizens of any portion of the Union. The place contains a woolen mill, two flouring mills, two windmills, three agricultural implement factories, two foundries and machine shops, four breweries, two cooperage establishments, and one syrup factory. It boasts admirable schools, a number of handsome churches, many elegant residences and business houses, and the finest soldiers' monument in all the Western States.

#### DAKOTA.

Dakota, in Stephenson county, seven miles from Freeport on the Line of the Western Union Railroad, is a thriving little town of 500 inhabitants. It is surrounded by a beautiful and fertile country of mingled prairie and timber, producing abundant crops of all the grains, grasses and fruits common to this latitude. The people are industrious and prosperous, and the town and vicinity are improving rapidly and substantially.

#### MOUNT CARROLL.

This city has a population of 2,500, and is situated in Carroll county, on the Western Union Railroad, 150 miles from Chicago and 146 from Milwaukee. It was first settled in 1828 by such pioneers as the Davidsons, Pierces, Barnards, Browns, and Robinsons, many of whose descendants are among the worthiest citizens now. The county is part rich upland prairie and part heavy timber land. The soil yields finely wheat, oats, barley, corn, and all the common fruits and pasture grasses. There are ten cheese factories in the county, which shows its adaptation to dairy purposes. Mount Carroll is the seat of a flourishing female seminary, and there are several fine flouring mills in the vicinity. Sun Fish Lake, and the sloughs and bayous along the Mississippi River, in the western portion of the county, are great resorts for fishing parties from other regions.

#### ALBANY.

This place, in Whiteside county, 143 miles from Chicago and 141 from Milwaukee, on the Western Union Railroad, is in the midst of some of the finest scenery and one of the most attractive regions for the sportsman or literary tourist to be found anywhere in the State. Beginning just south of the town and extending for nearly two miles is a chain of immense Indian mounds, some of which have been opened and found to contain gigantic skeletons and various utensils and implements of a race long passed away. Sulphur Springs, about four miles from the town, are becoming quite a popular resort on account of the wonderful medicinal properties of their waters.

#### CORDOVA.

Situated on a high table land that stretches from the Mississippi to the Rock River, 168 miles from Chicago on the Western Union Railroad, is Cordova, a prosperous town of 500 inhabitants. It is noted for its lime manufacture, which turns out immense quantities of the finest lime made in the West. The town contains a wagon shop, grist mill, several churches, schools, hotels and other public institutions. The surrounding scenery is highly picturesque, and in the neighborhood are several mineral springs of repute. One of the most noted characters of the place is the venerable R. J. R. Baker, an old hunter and Indian fighter whose wild adventures would fill a volume.

## CHICAGO.

The great Western Metropolis has been so fully advertised in a thousand ways, its history has been so often and extensively written, and its development during the forty years in which it arose from an obscure frontier Indian trading and military post, to become the fifth city of the United States in size, and the second in commercial importance; all this is familiar to almost everybody in the civilized world. The story of the great fire, too, the most extensive conflagration in history, is told in every tongue on every continent, and the islands of the sea. How the greatest of American cities, in a single day was laid in ashes, and how, within two or three brief years, Chicago had been rebuilt in more substantial and costly manner than before. Too many histories, books and pamphlets have been published, giving a thorough exposition of Chicago, to render necessary or proper for us to go again over a ground already so well trodden, and we



NEW COURT HOUSE, CHICAGO.

shall therefore refer to the general features of the Western Metropolis only, briefly, devoting our attention more particularly to special matters identified with the objects of this work.

During the early French explorations, a small trading post was established at the mouth of the Chicago river, but it must have been soon abandoned, as no trace of it was found by the early settlers. Some time between 1795 and 1800, John Kenzie established a trading post at the same place, and in 1804 the United States Government built Fort Dearborn on the south side of the mouth of the river. In 1812 the entire garrison was massacred by the Pottawatamies on the bank of the lake, near where Sixteenth street now ends. After this nothing more was done toward settlement until 1816, but the massacre had given the locality a bad name, and pioneers avoided it for many years. Not more than fifteen cabins could be found here in 1830, and the population, a majority of whom were Indians and half breeds, did not number to exceed a hundred persons. Not a frame building was erected until 1832, and the first brick building went up the following year. Chicago was organized as a town in 1833, and incorporated a city in 1837, the population then aggregating 4,170. In 1847 it had increased to about 17,000, and at the census of 1850 it was 28,269. In 1860 it had grown to 109,263; in 1865 178,539, and in 1870, 299,370. At the present time it is estimated at 500,000.

The advantageous geographical position occupied by Chicago at the extreme end of lake navigation, naturally brought the railroads of the West to its doors, such connections once established, the trade of the city grew so remarkably that every succeeding line of railway from the Atlantic westward, sought an entrance to the wonderful city of the West. In this way the interest was extended, and as the great country lying beyond Chicago in every direction was settled, that city found itself in control of the trade and commerce of the entire region; a control that she yet enjoys and is likely to for a long time.

Before the great fire Chicago had a Court House which was considered as handsome a structure as any great city need have. It was built of the yellow Joliet marble, and in general features corresponded to the prevailing taste of Western people a couple of decades ago. Destroyed by the conflagration, steps were almost immediately taken looking to the replacement of the Court House. In 1875 work was commenced and part of the building is half way complete. We present an accurate view of the edifice as it will appear when completed. The site is the same occupied by the old Court House, and is the block opposite the Sherman House on one side, and the Chamber of Commerce on the other. It is bounded by Randolph, LaSalle, Washington and Clark streets. The structure is composed of two wings, one of which is to be occupied by the city, and the other by the county government. The entire cost when complete will probably reach the sum of \$3,000,000 or \$4,000,000. The construction is under the supervision of Messrs. Egan & Hill, a well known firm of Chicago architects, whose determination is to give this city the handsomest and most convenient capitol in the United States. That they will be able to do so no good citizen of Chicago doubts for an instant.

#### THE AMERICAN INSURANCE COMPANY OF CHICAGO.

The commercial metropolis of the West has many excellent and substantial financial and insurance institutions which are at once a credit to the city and to the public spirited citizens to whom they owe existence. We could not hope to review all of these, but of the corporation whose name heads this list we desire to call the attention of the reader from a small beginning, it has steadily worked its way until to-day, it is at the head of all the companies doing business in this state. It has done business *twenty years*; has issued over 300,000 policies; is confined in its business to the insurance of dwelling houses, private barns, their contents, farm property, churches and school houses; not to exceed \$5,000 in one risk; writes no policies in Chicago or any of the large cities; has a capital of \$200,000; cash assets of \$912,763.62; surplus as regards policyholders of \$502,386.13; as regards stock, \$302,386.13, besides which it holds nearly one and one-half million dollars of installment notes; has received more money for cash premiums on business done in the States of Illinois, Missouri and Indiana during the past three years than any other company doing business in said States, and is emphatically more strictly a *farmers'* company, than any other company doing business.

Rates in the American, are ample but reasonable. Policies are written either on the Installment or Stock Plan. Upon the Installment Plan, a policy is issued for five years, premiums paid annually. The farmer gets the proceeds of each year's crop wherewith to pay for his installments, consequently does not feel the amount he pays for insurance. Everything is made easy and convenient. Remittances made to the company by Draft, Money Order or Registered Letter, or by Express at the risk of the Company. The American insures against all damage caused by lightning; writes a liberal policy, covering Live Stock in fields, Grain in stacks on farm, Farming Implements and Machinery in barns or sheds on premises, more satisfactorily meeting the wishes of the farmer, we believe, than any other company doing business.

From the sworn annual statements of companies made to the Auditor of State, at Springfield, we take the following cash receipts for premiums in the State of Illinois, for the year 1878:

American, of Chicago,	received.....	\$201,322.65
Home, of New York,	" .....	184,472.90
Ætna, of Hartford,	" .....	183,820.42
Hartford, of Hartford,	" .....	162,066.87
Rockford, of Rockford,	" .....	132,855.00
Phenix, of New York,	" .....	125,824.22
Trader's, of Chicago,	" .....	117,301.00
Phoenix, of Hartford,	" .....	97,953.16
Continental, of New York	" .....	94,492.58
Fire Ass'n of Philadelphia,	" .....	91,476.90
Agricultural, of Watertown,	" .....	83,935.52
Springfield, of Mass.,	" .....	75,460.53

We give only companies whose receipts are over \$75,000 per annum, and it will be seen that the American, notwithstanding it confines its business to detached and farm property, and taking but \$5,000 in any one risk, has received more during the past year in this State than any company doing business.

The American enjoys an important advantage in having its peculiar policy and system administered by an official who understands it fully, and believes in it thoroughly. The secretary of the company, Mr. Charles L. Currier, is peculiarly adapted to the position he fills. The subject of insurance, especially as applied to special branches, has been his study for many years. It would be incorrect to overlook this careful and talented underwriter, in seeking causes for the singular success for the office he directs. Much is due to the restricted risk policy and other peculiar features of the company's system, but it should be remembered that the policy and system are Mr. Currier's, and that he is on hand to apply them. In this the secretary is heartily backed by a board of directors composed of some of our prominent citizens. Among its members may be mentioned Mr. H. Z. Culver, of the firm of Culver, Page, Hoyne & Co., and Mr. W. H. Bradley, Clerk of the United States Court. The American Insurance Company of Chicago is an honor to our city and state, and will long remain a striking example of legitimate and grand success.

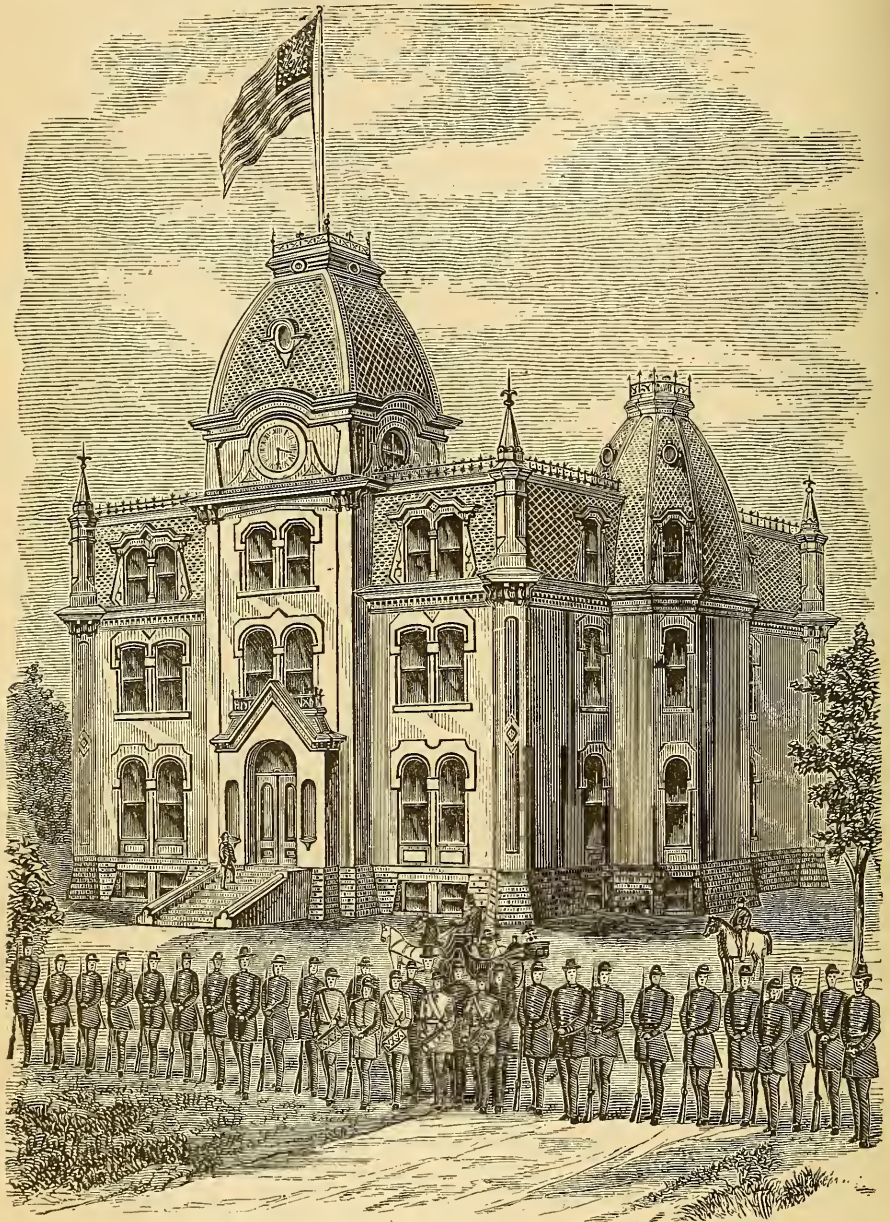
#### H. C. TIFFANY & CO.

One of the reasons Chicago has pushed its way ahead of rival cities, is no doubt because it has been notoriously the most lavish in its use of printers' ink of any community in the country. Thus it has kept itself extensively before the eye of the people here, and wherever print is read by man. This peculiar and enterprising policy has given birth to some of the largest printing and publishing enterprises in the world, representative of which it may not be improper to refer to the house of Messrs. H. C. Tiffany & Co., Nos. 151 and 153 Fifth avenue, Chicago, the leading establishment of the whole West in the lines of which it makes specialties, and the equal of any other house in the general departments of the printing and publishing business. The firm make a specialty of insurance supplies of all descriptions, and keep in stock a larger assortment of insurance blanks (both fire and marine) than can be found anywhere else in the United States. Companies and agents are supplied at moderate rates, and samples of any of the blanks are furnished on application. Some of the finest work in the way of book and periodical publication is daily turned out in large quantities at the establishment of Messrs. H. C. Tiffany & Co.

#### THE MORGAN PARK MILITARY ACADEMY,

Morgan Park, Cook county, Illinois, thirteen miles from Chicago, on the Rock Island road. This is the leading institution of its class in the Northwest, and is calculated to meet the needs of parents who wish to give their sons a liberal education accompanied by proper pure and physical training. Boys of bad or vicious habits are not desired and will not be received, as it is not in any sense of the word a reform school. Its courses of study are well arranged and thorough in all of the branches pursued. The discipline

is strict but not unnecessarily severe, while the school is home-like in all of its appointments. The location is pleasant, healthful and elevated; near enough to Chicago so that



MORGAN PARK MILITARY INSTITUTE.

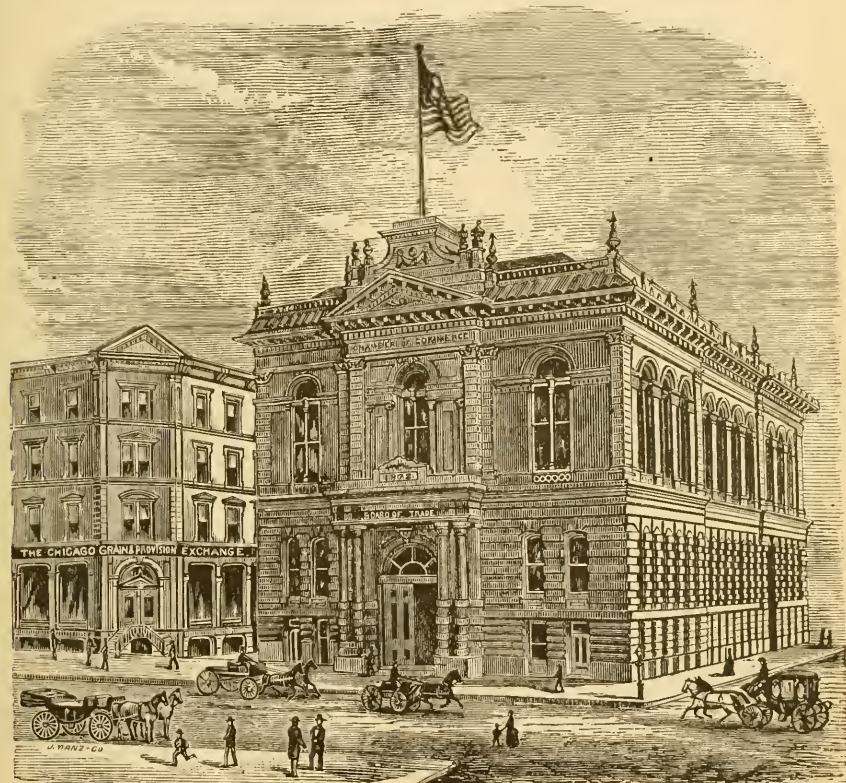
the city is readily accessible, but still thoroughly removed from the temptations incident to a large city. From the main tower of the building several railroads, Lake Michigan, Calumet Lake, and the City of Chicago itself are all plainly visible. The buildings are



large, finely arranged and furnished, and the grounds extensive, well laid out and cared for. There are two general courses of study, a Classical and an English and Commercial course. There is also a preparatory Department for those not sufficiently advanced to enter either of the regular courses. It is purely a preparatory school and particular attention is paid to fitting boys for the best American Colleges and the United States Military and Naval Academies. Cadets are admitted at any time when a vacancy exists. For full information send to either CAPT. ED. N. KIRK TALCOTT or HENRY. T. WRIGHT, A. M., Associate Principals for catalogue.

#### CHICAGO'S GRAIN AND PROVISION EXCHANGE.

Chicago, with her vast and constantly widening system of railroads extending to every region of the prolific Northwest, is rapidly taking her position as the greatest



CHICAGO GRAIN AND PROVISION EXCHANGE.

grain market in the world, and her trade in provisions is outstripping the most sanguine imagination of a few years ago. Last year she handled nearly 140,000,000 bushels of grain, over 80,000,000 being of wheat alone, and she handled and packed more meat than all the other leading cities west of the Alleghanies combined. This immense trade is naturally directing attention to her as one of the world's great commercial and speculative centres, and the dealing on margins and in options has already assumed gigantic proportions. One of the institutions offering most advantages and facilities for all transactions of this kind is the Chicago Grain and Provision Exchange, Nos. 126 and 128 Washington street. The Exchange is incorporated under the laws of Illinois, with a capital of \$100,000, and has for its object the dealing in grain and provisions for cash or

future delivery, in quantities, when required, smaller than is usual in similar organizations. It enables its customers to buy or sell any article quoted on its boards in amounts to suit themselves, limiting their risk of loss to the actual amount of margin deposited, and granting them the privilege of terminating any trade on any last existing quotation. It makes investments for parties at a distance a specialty, and attends promptly to all orders by mail or telegraph, using all the care and judgment that personal supervision can secure. The company is composed of capitalists of large means and extensive reputation, and its management is in the hands of gentlemen well and widely known to have the highest qualifications as to integrity, experience and sound judgment, for the successful conduct of business. The President and Treasurer is Chas. T. Doxey; Vice-President, T. Ormsbee, and Secretary, Henry R. Green, jr. No admission ticket to the Board is required, and they issue a daily table of the market fluctuations, which is mailed to all their customers. Though comparatively a young enterprise, it has already established itself in public confidence and attained a most gratifying success.

#### THE CHICAGO AND ALTON RAILROAD.

When, a few years ago, the writer of this sketch passed over the insignificant Petersburg and Tonica Railroad, with its fifty or sixty miles of rickety track, and its little daily accommodation train of freight cars and cabooses stopping anywhere to pick up a man with a bucket of butter or a basket of eggs, it would have required an inspired prophet's vision to have foreseen the grand future that lay ahead of the feeble enterprise. That unpretentious and seemingly unpromising pigmy road has expanded into one of the greatest railway lines upon the continent or in the world. As the Chicago and Alton Railroad, it stands to-day in the foremost rank of the mighty highways of travel and traffic that, from Chicago as a center, radiates to every point of the compass and open up to the Queen City of the Lakes an empire of trade more glorious than Roman legion or Grecian phalanx ever fought for. It constitutes a direct route of communication with St. Louis, Kansas City, Denver and the whole vast Southwest, opening up to Chicago and her enterprising business men the richest portions of Missouri, Kansas, Colorado, Arkansas and Texas, and the region beyond. One great arm reaches out through all the most populous and productive parts of Central Illinois, clasping to the business heart of Chicago such beautiful and thriving cities as Joliet, Dwight, Streator, Wenona, Pontiac, Bloomington, Lincoln, Springfield, Jacksonville, Carlinville, Carrollton, Jerseyville, Alton and East St. Louis. Another arm stretches far across the Mississippi and Missouri rivers, gathering in its iron embrace the fertile grain-fields and exhaustless coal-beds of Northern and Central Missouri, and a long list of such cities as Louisiana, Bowling Green, Mexico, Fulton, Glasgow, Cedar City, Marshall, Independence and Kansas City. The Chicago and Alton road furnishes the quickest and best means of communication between Chicago and Springfield, the metropolis and capital of Illinois, and between Chicago and St. Louis, Kansas City and Denver. To the traveler on business or for pleasure coming from the West or Southwest, it offers every facility and advantage for reaching the Eastern cities and

#### THE CHARMING WATERING PLACES

of the Golden Northwest. The Chicago and Alton Company, one of the wealthiest corporations in the West, with a capital stock of \$12,000,000, and managed by progressive, liberal men who stand in the front rank of their profession, can and does offer every possible inducement and convenience to the journeying public. Owning and controlling over 1,000 miles of splendid track, much of it double, and all of it laid with steel rails, its management have equipped it with lavish disregard of costs, but the greatest care for the convenience and comfort of their patrons. Magnificent bridges span all the rivers on its route, and palatial parlor, restaurant and sleeping cars fly along its smooth, well-ballasted track at the rate of thirty miles an hour without a jolt or discomfort—sump-

tious hotels on wheels, where one can eat, drink, read or sleep at pleasure while he skims like a bird through glorious panoramas of city and country, farms orchards and wildwoods, prairie, hillside, valley and stream. Our engravings give a view of the interior of two of these wonderful establishments that stand among the foremost improvements of the age. The sleeping car is massive in build, elegantly decorated with carving in various colored wood, gilding, costly mirrors and curtains, and furnished with luxurious cushions, marble wash-basins and snowy towels. The beds are as clean and comfortable as those of the finest city hotels, and the weary traveler easily dreams over two hundred and fifty miles of space. The dining room or restaurant car is furnished with tables enough to accommodate twenty or thirty guests at a time. The table-cloths and napkins are of damask, white as snow; the silver and glass ware is heavy and fine, the



INTERIOR VIEW OF DINING CAR.

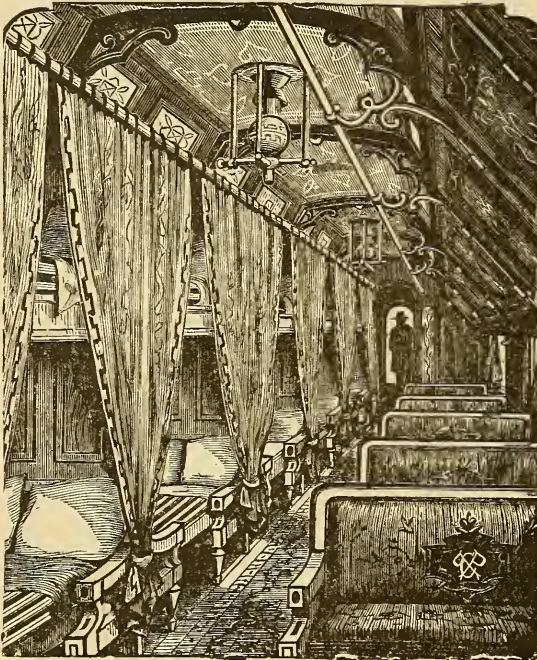
waiters well-trained and attentive, and the bill of fare as full and sumptuous as any journeying epicure could ask. It embraces soups, fish game, meats, vegetables, fragrant coffee and tea, rich cream and milk, fruits and all the delicacies of dessert that usually furnish high-toned dyspepsia at first-class hotels. All to be enjoyed at thirty miles an hour, for seventy-five cents. No scalding of your mouth or swallowing of your fork in the rush and hurry of a twenty minute halt at a shabby wayside tavern. All calm leisurely enjoyment of a dainty meal in the best style of culinary art, with thirty or forty miles of panoramic landscape thrown in through the car window as an aesthetic relish and appetiser. Softly cushioned reclining chair cars are furnished without extra charge on the line from Chicago to the Kansas border. They run through without change, are provided with wash-room, towels and all other toilet conveniences, and each one is

in charge of a trusty porter just as the sleeping cars are. The chairs turn on a pivot in any direction, can be inclined back at an angle, and at night furnish a very comfortable sleeping-place.

Such are the luxuries of transportation that the traveler coming eastward from the great West or Southwest first meets when he reaches the Chicago and Alton Road at its western terminus

#### KANSAS CITY.

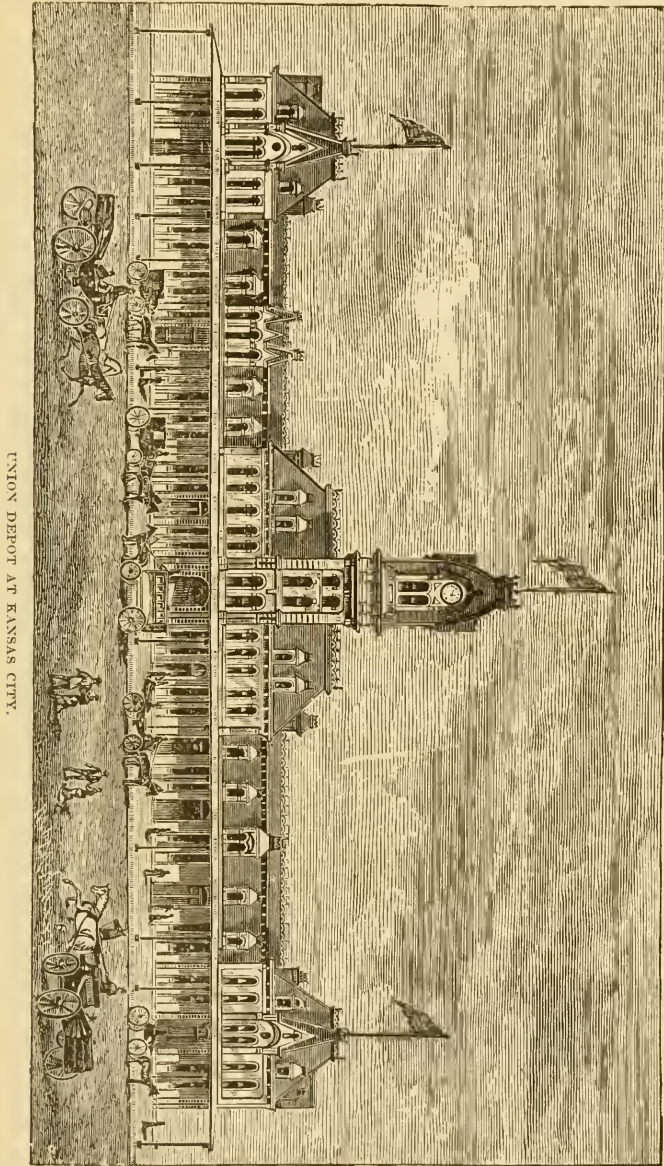
This metropolis of Western Missouri and second city in the State, has sprung up with amazing rapidity. At the close of the war it was a straggling border village, in great measure made up of rude shanties and ruder men. It was then a mere Missouri River steamboat landing, one of the stepping-off places of civilization. It is now a handsome city of nearly 50,000 inhabitants, with twelve great lines of railroad centreing in it, and a trade that extends throughout Western Missouri, most of Kansas, and many por-



INTERIOR VIEW OF SLEEPING CAR.

tions of Colorado, Indian Territory and Northern Texas. It is situated partly on high bluffs and partly in the low lands at their feet, in the delta formed by the junction of the Kansas River with the Missouri. Here the Missouri is crossed by a handsome bridge 1,400 feet long, which was completed in 1869, and cost \$1,000,000. The Union Depot of Kansas City is the largest, best constructed and most imposing structure of the kind between Chicago and the Pacific Ocean. All along the line through Missouri the depots are exceptionally neat and tasteful buildings. Those at Independence, Marshall and Glasgow are specially noticeable. Kansas City has a spacious Merchants' Exchange, several fine hotels, thirty churches, fifteen newspapers good public schools, a hospital and orphan's home, two theatre's two medical colleges, an opera house, and some of the largest wholesale houses in the western country. The sales of a number of them run over \$1,000,000 a year each. The water works, recently completed, are as fine as those of any city west of the Mississippi, and her fire and police departments are admirably

organized and conducted. The city is largely interested in the Texas cattle trade, and is becoming one of the important pork packing centres of the West. Her citizens are enterprising, self-confident and united in every effort to push their young metropolis for-



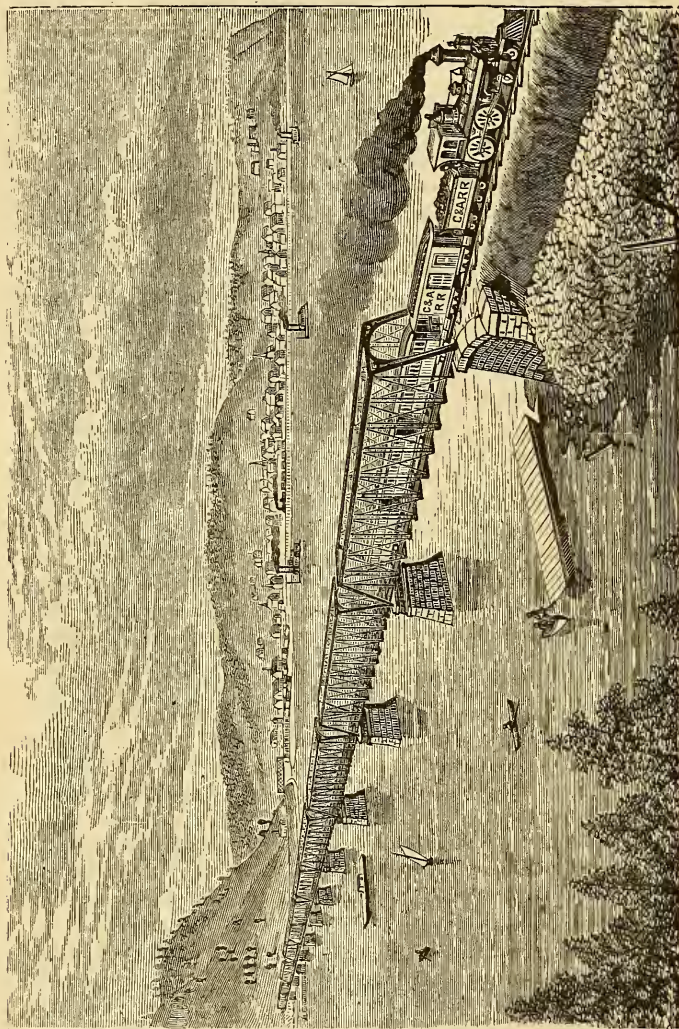
ward to the grand position that they all with unwavering faith believe awaits her.

A run of ten miles through a rich "elmwood" region brings us to

#### INDEPENDENCE,

the county seat of Jackson county. It is four miles from the Missouri River, in the midst of a picturesque and fertile country; has a population of about 5,000, and is a well built

town in the old substantial style. It contains one of the finest female seminaries in the State, with spacious buildings surrounded by beautiful lawns and shady groves of ancient oaks and elms. The residences of the town are notably pretty and attractive, surrounded as they are in nearly every case by tasteful shrubbery and flowers. Here occurred



LOUISIANA BRIDGE.

some of the most thrilling incidents of the border warfare, desperate deeds of Quantrell and his guerrillas, and the fell retaliation of the Federal troopers.

An hour brings us to Higginville which, in spite of its name, is a rapidly growing town in the midst of a fertile region at the crossing of the Lexington and Sedalia branch of the Missouri Pacific road. An hour more and we pass through Marshall, the county-seat of Saline county, an old settled town of about 1,200 inhabitants, surrounded by one of the richest farming regions in the world. On through splendid timber and fertile prairie dotted with farm houses and pastures, till we cross the new steel bridge at Glasgow, the principal city in Howard county; an old and wealthy place with handsome residences and

an intelligent and cultivated population. It contains a number of stately churches, and a fine public library and hall, called after its founder, one of the extensive family of Lewises, who still live here. In this place Gen. Lucian J. Eastin, who, under an elm tree, where Leavenworth now stands, printed the first newspaper ever issued in Kansas, for years published the *Glasgow Times*, which is now conducted by his son; a short distance from the town, is Pritchett Institute, one of the leading educational institutions in the State. The next important station is

## MEXICO,

the county seat of Audrain county, a well built city of 6,000 inhabitants, with a neat court house, churches, schools, business houses and tasteful residences. Here is Hardin Female College, a flourishing institution founded and endowed by ex-Governor C. H. Hardin, one of the most popular men in the State, who lives in the suburbs of the town.

This place is the junction of the south branch with the main line of the Chicago and Alton. This branch extends through Fulton to Jefferson City. Fulton is the county seat of Callaway county, and is one of the wealthiest inland towns of the State. It is the seat of the State Lunatic Asylum, Deaf and Dumb Asylum, and Blind Asylum. The buildings are on a magnificent scale, and the management is unsurpassed by that of any institutions of the kind in the Union. Prof. Kerr, the venerable superintendent of the Deaf and Dumb Asylum, has given his whole long life to the work, and is the originator of many improvements in the modes of teaching. Fulton is also the seat of Westminster College, over which the famous divine, Rev. Nathan L. Rice, D. D., presided for many years, until his death, which was deeply mourned by every citizen of the place, as well as by the Presbyterian Church in general, that had so long regarded him as one of its most eminent exponents in this country. The people of Fulton are far above the average in intelligence and refinement, and few places in Missouri offer more social and educational advantages. The trip from here to Cedar City, on the north bank of the Missouri River, is through a region of fine farms, heavy timber and much picturesque scenery. From Cedar City a large and powerful transfer boat does the crossing to

## JEFFERSON CITY,

the capital of Missouri. It is a place of some 7,000 inhabitants, and stands on high and romantic bluffs, giving a commanding view of the river and its far reaching valley. The State Capitol is a rather shabby building, on a magnificent point of the bluff. The Penitentiary, which is the most liberally patronized institution of learning in the State, is within a few hundred yards of the Capitol. The Governor's mansion, built and furnished by the State, is a stately and elegant structure, worthy the occupancy of any chief executive in the Union. Governor Phelps, its present tenant, has long been one of the most notable characters in the history of the State, and his career has been a stormy and eventful one.

Returning now to the main line of the Chicago and Alton road, the route lies north-eastward from Mexico through a lovely farming country of timber and prairie, to Bowling Green, the county seat of Pike county, one of the oldest settled, wealthiest and most populous counties in the State, famous for its fine tobacco and its blooded stock, the Kissinger Cattle Farm being one of the most noted in the West. The next stopping place of any special importance is Louisiana, on the west bank of the Mississippi, in Pike county. It has a population of 6,000 and is, perhaps, the best built city of its size in Missouri, nearly all the houses being of brick or stone, and many of them being large and of considerable architectural pretensions. There are a number of large tobacco factories here, and immense lumber yards cover acres of ground, Louisiana being the great lumber distributing point for an extensive territory in Missouri, Kansas, Indian Territory and even as far west as Colorado. The railroad which is being built from Keokuk, via Hannibal and Clarksville, to St. Louis passes through Louisiana, and here the Chicago



VIEW OF RECLINING CHAIR CAR ON CHICAGO & ALTON, AND KANSAS CITY & DENVER SHORT LINE.



and Alton road crosses the Mississippi River on a magnificent bridge that cost over \$1,000,000 and is unsurpassed by any triumph of engineering in the West. A good engraving of it appears elsewhere.

Through the valley of the mighty river, through prairies dotted with lakes and swarming in the spring and fall with ducks, geese and swans, we fly on to Roodhouse, the junction of the Missouri and Jacksonville divisions of the great line, and an hour or so more puts us in

#### JACKSONVILLE,

the county-seat of Morgan county, and one of the most beautiful interior cities on the continent. Seen in the early summer, embowered in shade and shrubbery and flowers, it rivals the fairest picture artist ever drew or dreamt. It is 215 miles southwest of Chicago and thirty miles nearly due west of Springfield. It is charmingly situated in the midst of a gently undulating prairie country of inexhaustible fertility, and has a population of about 20,000. Its business houses, banks, public schools, gas and water works, factories and machine shops are all indicative of a progressive and prosperous city, but its great attractiveness lies in its homes and its charitable and educational institutions. Nowhere in the United States do the residences indicate more uniform elegance of taste, and nowhere is there more cultivation and refinement of social life. We have only space to mention a few of the institutions for which the place is noted.

The Illinois Central Insane Asylum is an immense five story building surrounded by 160 acres of ornamental grounds, lawns, gardens, groves and fountains. It has accommodations for 500 patients, and cost upwards of \$700,000.

The Deaf and Dumb Asylum cost about \$300,000, and the average number of inmates is nearly 300, who are instructed in the industrial arts as well as in literature. The buildings are spacious and comfortable, heated throughout by steam and lighted by gas. In addition to all the branches of an ordinary academic education, the pupils are taught printing, cabinet-making, shoe-making, carpentry, gardening and sewing. A neat little newspaper is edited and printed by deaf mutes in the institution.

Here are also the Asylum for the Blind and one for the education and care of feeble-minded children.

Illinois College, under the auspices of the Congregationalists; Illinois Female College, under Methodist control, and the long-established Jacksonville Female Academy are all large and successful institutions; and Jacksonville may, without much liability to the charge of vanity, set herself up as the "Athens of Illinois." Direct connection from St. Louis to Peoria is made here via the Peoria, Pekin, and Jacksonville Railroad.

#### BLOOMINGTON,

the next stopping point of special importance, is a bustling city of some 20,000 inhabitants. Here are the extensive repair shops of the Chicago and Alton road. The place has one of the handsomest court houses in the State and many costly business blocks. Connections are made here with the Lafayette, Muncie and Bloomington, and the Indianapolis, Bloomington and Western roads for all points in central Indiana and Ohio. And here the Jacksonville and Missouri divisions of the Chicago and Alton Railroad form a junction with its great main line. Now coming on at a rate somewhere between thirty and forty miles an hour toward Chicago, we are whirled into

#### NORMAL,

distant 124 miles from the metropolis, and famous for its educational advantages.

Here is located the Illinois State Normal University, founded in 1857. The building is 160 feet long, with three stories and basement, is tasteful in architecture and stands in a beautiful park of fifty-six acres, amid groves of trees and abundant shrubbery and flowers. The value of building and grounds is about \$500,000, and the annual cost to the State has been in the neighborhood of \$28,000. Its object is the education and training of teachers for the public schools of the State. Tuition in the Normal Department is

free. The Model Department is simply an academy of high grade, supported by tuition fees. The average attendance in the Normal Department is 275, and in the Model Department 175. The whole number of students who have received instruction in the institution since it was founded is about 7,000. The University has an extensive museum that formerly belonged to the Illinois Natural History Society; it contains 160,000 specimens and is valued at over \$100,000.

At Normal, is situated the Soldiers' Orphans' Home, incorporated in 1865. The present building was completed and occupied in 1869, since which time an average of 300 soldiers' orphans have been given homes and education within its walls. Many of its inmates have gone forth to enter upon active and successful careers. The cost of the building, land, furniture and improvements has been about \$150,000. A fine farm is attached to the Home, on which large quantities of produce and garden vegetables are raised for the use of the inmates. A commodious school building has been erected; the heating, ventilating and cooking appliances are all of the most approved style; an abundance of fine water is furnished; and the Soldiers' Orphans' Home is altogether an admirably conducted institution.

At Chenoa, 102 miles from Chicago, close connections are made with the Toledo, Peoria and Warsaw railroad, giving the shortest and quickest route from Chicago to Peoria.

Ten miles further, and Pontiac looms into view. It is a pretty and busy little city and is the seat of

#### THE ILLINOIS STATE REFORM SCHOOL,

established in 1871, for the correction and reformation of boys under eighteen years, who have been convicted of various offences. It has a tract of 172 acres of land attached to it, and the cost of buildings, machinery, furniture and fixtures has been about \$200,000. In its few years of existence it has proved a valuable and beneficial institution for the punishment and reclaiming of youthful law-breakers, and its capacity is taxed to the utmost to provide for the numbers entrusted to its care.

At Dwight, the road enters the great coal region of this district and from here to Braidwood and Wilmington passes over some of the most valuable coal-fields in the state. The strata are of great thickness, and the coal is the best grade of bituminous coal, adapted to all ordinary household and mechanical purposes. From Dwight the western division of the Chicago and Alton branches off and runs through a rich and well-tilled region containing such thriving cities as Streator, Wenona, Lacon and Washington.

#### JOLIET,

the next notable place on the route, thirty-seven miles from Chicago, is the location of the most extensive hotel and industrial academy in the State, enjoying the patronage and presence of some 2,800 regular inmates. The fashions in the institution are peculiar, the hair being always worn short, and the costumes showing great sameness of taste, all the goods striped, and all the stripes running the same way.

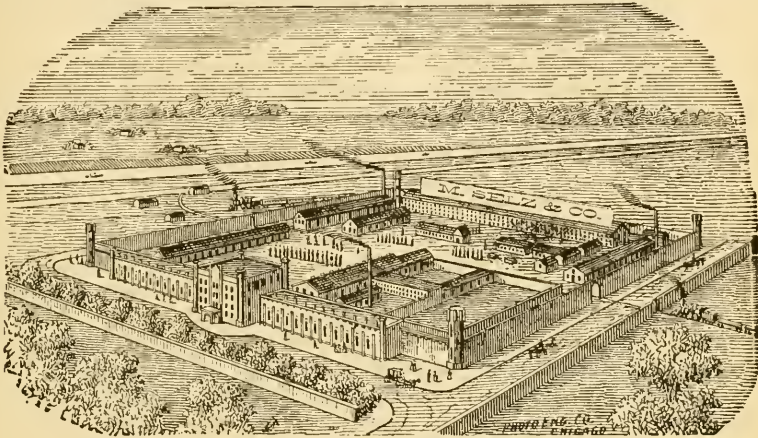
The State Penitentiary at Joliet, of which a cut appears on another page, was begun in 1857, and first occupied in 1859 by a part of the convicts from the old Alton Penitentiary. As work on the new buildings progressed the remainder of the Alton boarders were transferred here, and the old prison was abandoned until the war called it into temporary use again. The Penitentiary grounds embrace seventy-six acres, of which sixteen acres are enclosed within the prison walls. The outer wall is twenty-five feet high and six feet thick, and the parapet is constantly guarded by a strong force of armed patrols.

The buildings, in addition to the cells, include a large number of shops and work-houses, with implements and machinery for many varieties of labor. The convicts are employed in manufacturing boots and shoes, harness, wooden ware, and other products,

and immense quantities are annually turned out. The cells are well ventilated, the grounds and buildings are abundantly supplied with pure spring water, and the whole establishment is heated by steam. This Penitentiary contains many of the worst and most noted criminals in the West, but so efficient is the management, and so thorough the discipline, that no serious difficulty is ever experienced.

#### LOCKPORT,

which is four miles from Joliet and thirty-three from Chicago, is the site of the first lock built on the Illinois and Michigan Canal, and is the headquarters of the Canal Commissioners. This great enterprise was begun in 1837, when Chicago was in the swaddling clothes and ruffled caps of babyhood; and it is said that the whole population took a holiday and went out to Bridgeport to see the first shovelful of earth dug and to hear a speech from Dr. Egan, the orator of the day, on the benefits to accrue to Chicago and Illinois from the completion of this grand work. The canal was not finished until 1849, and cost \$11,000,000. It gave an immense impetus to the young city and to the agricultural



PENITENTIARY AT JOLIET.

development of the magnificent region through which it passes; but as a means of transportation, it was in a measure superseded in a few years by the railroads. It is still patronized for the carrying of heavy freight, but it must gradually give way to its swifter competitor of the steel rail and iron steed.

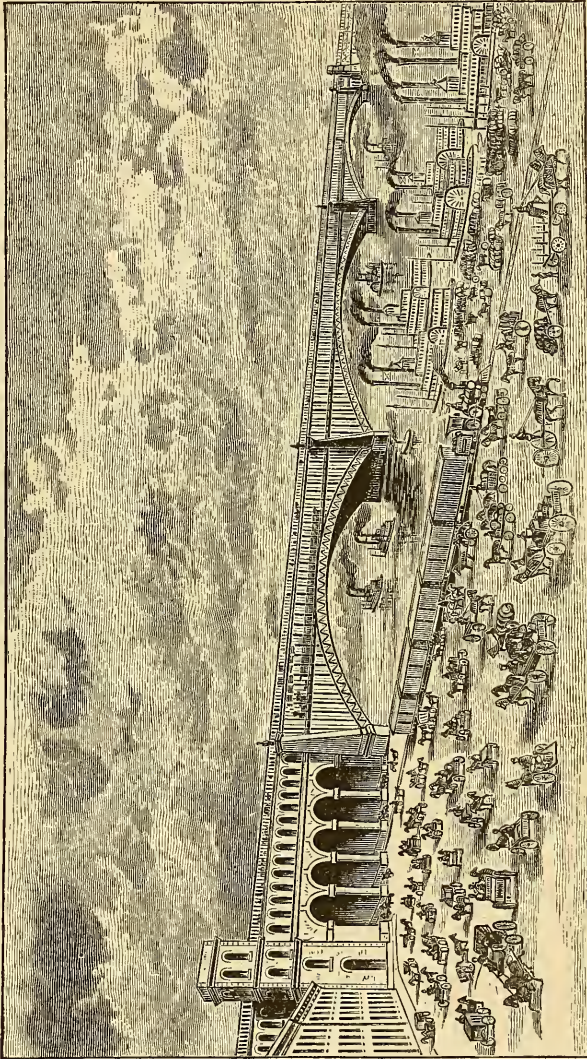
An hour's rush through a continuous garden, dotted with beautiful country homes, past Lemont, the great stone quarry centre of Northwestern Illinois, and with a screech of the locomotive and a slowing up with the air brakes, the train is gliding through miles of lumber yards, grain elevators, factories and packing houses, into the municipal Queen of the Lakes.

Such, in a brief, hasty way, is an outline of the trip over the Chicago and Alton to one who comes, via Kansas City and the Missouri division of the road, from the far West and the Southwest. But suppose he runs up from Texas or Arkansas, Louisiana, Mississippi, Alabama, Tennessee, or any other of the far Southern regions, by rail or river to St. Louis, on his way to the cool breezes and crystal waters, the lakes and trout streams, the pine woods and picturesque scenery, the fine fishing and hunting grounds, the thousand and one delightful summer resorts of the Golden Northwest. He strikes the grand trunk line of the Chicago and Alton Railroad at

#### ST. LOUIS.

This great city, which was until within the last few years a formidable rival of Chicago, stands on the west bank of the Mississippi River about twenty miles below the mouth of

the Missouri. Its local census shows a population of nearly 500,000, and it is a place of considerable wealth and, considering its proximity to Chicago, of considerable trade. Its Merchant's Exchange is the finest in the world, its court house is a small-scale imitation of the Capitol at Washington, and it is famous as the home of L. U. Reavis who,



ST. LOUIS BRIDGE.

Atlas-like in build, proposes at no distant day to shoulder that National Capitol and bear it to his "Future Great City" on the Mississippi banks. Many of the business blocks of St. Louis will compare favorably with those of New York or even of Chicago. Particularly noticeable are the St. Louis Mutual Insurance Company's building, and Dr. J. H. McLean's tall-towered edifice in the scrambled-egg style of architecture, and paid for out of the profits of McLean's Vermifuge and other infallible panaceas adapted to the ailments of the St. Louis latitude. The residence portion of the city on Lucas Place, Compton Hill, Grand Avenue and about Lafayette Park is as beautiful as the most fas-

tidious taste could demand. The St. Louisans are a good, solid, slow-going, hospitable, home-loving people, and their homes are justly their chief delight and pride. Her public schools are unsurpassed by those of any city in the Union. Her churches are numerous and many of them costly, and several of her clergymen, like Bishops Ryan and Robertson and Rev. Drs. Post, Holland, Sonnenschein, McAnally, Nichols and Robert, are men of wide reputation, not only as theologians, but as scholars and writers. Her fire department, under Chief Sexton, is one of the best organized and most efficient in the world, and the chiefs of several European departments have deemed it worth a trip across the ocean to make a personal inspection of its admirable workings. Her police arrangements are excellent, and her gas works will never be found deficient while her editors and politicians live. The St. Louis Bar, headed by men of national fame, like Samuel T. Glover, John B. Henderson, A. W. Slayback, and James O. Broadhead, and including Britton A. Hill, the probable Greenback candidate for the Presidency, is not excelled by that of any city of similar size on the continent. Among her resident railroad men are a number who stand in the foremost ranks of their profession, such as John E. Simpson and Chas. E. Follett of the Vandalia; Thos. Allen, E. A. Ford and A. W. Soper of the St. Louis and Iron Mountain; C. C. Cobb of the St. Louis and Indianapolis; C. K. Garrison and A. A. Talmage of the Missouri Pacific; C. S. Cone of the Ohio and Mississippi; Jas. Baker and C. W. Rogers of the St. Louis and San Francisco; C. W. Bradley of the Wabash; J. H. Wilson and John W. Mass of the St. Louis and Southeastern; H. S. DePew of the St. Louis and Cairo, and C. K. Herd and Thos. McKissock of the St. Louis, Kansas City and Northern, many of whose names are household words in railroad circles throughout the United States, and some of whom are widely known abroad. The city supports a large number of newspapers and periodicals, chief among which are the *Globe-Democrat*, *Post-Dispatch*, *Times-Journal*, *Star* and *Republican*. The *Globe-Democrat* is perhaps the best paying journal west of the Mississippi. The steamboating interest of St. Louis was once immense, but the growth of the vast railroad system has dwarfed its importance, and the levees, which once teemed with business, now seem almost deserted, though some fine lines of steamers, like the Keokuk Northern, Merchants', Peoples' and Anchor Lines, still find a lucrative traffic.

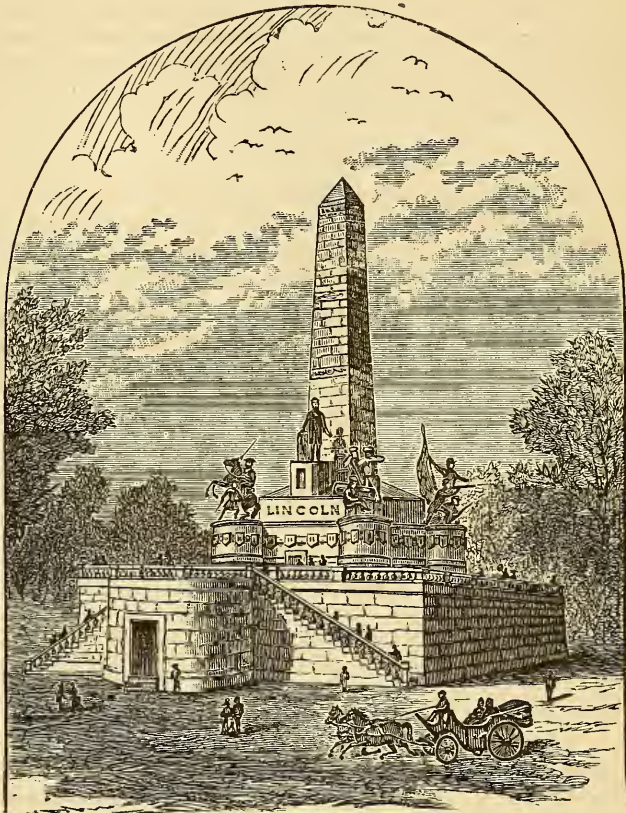
Here centre a great many of the most important railroads leading from the South and Southwest, such as the great St. Louis, Iron Mountain and Southern, the St. Louis and San Francisco, and the Missouri Pacific, all of which make close connections with the Chicago and Alton trains in the splendid Union Depot on Twelfth street. From the Union Depot the trains pass through a two-mile tunnel under the very heart of the city, and glide across the mighty Mississippi on

#### THE GREAT ST. LOUIS BRIDGE,

one of the most stupendous achievements of western engineering. It was designed by Captain James B. Eads, who is now engaged in attempting to deepen the mouths of the Mississippi by his "jetty system." The bridge was begun in 1869, and a recent writer says of it: "The four massive piers of granite and limestone rest on the bed-rock of the river, to which they were sunk through the sand by the use of wrought iron caissons and atmospheric pressure. There are two spans of 515 feet each over the water-way and one of 520 feet, the rise of the arches being sixty feet, which admits the passage of steamboats at all stages of water. The railroad and the carriage-way are carried on arched trusses connected by diagonal braces, the material used being steel, and the structure combines in a remarkable degree the characteristics of lightness and strength. The width of the bridge is fifty-four feet and its cost, together with the tunnel under the city of St. Louis by which access is obtained to its western end, was nearly \$14,000,000. It was opened July 4, 1874 and during the year ending April 30, 1877, the number of passengers passing over it was 600,000, of vehicles 404,000, and of loaded cars 79,782. It is incomparably the finest work of the kind on the Mississippi river, or we might say

in the entire country, and ranks with the greatest bridges in the world." Its admirable footways, its projecting alcoves with rustic seats and its great height unite to render it one of the most charming places in Christendom for suicides or summer evening courtships.

Its terminus on the Illinois side is East St. Louis, a city of ponds, railroad tracks, rolling-mills, eating-houses, beer-saloons and savage municipal squabbles, from which we cheerfully take our departure after a moment's halt, and spin along up the famous Mississippi "Bottom," whose fertility rivals the "garden of the gods." Twenty-five miles north of St. Louis, we come to



LINCOLN MONUMENT, SPRINGFIELD.

ALTON,

a picturesquely situated place of about 25,000 inhabitants. The city is built on a bluff of limestone rock full of caves and fissures, and the houses seem to gallop up and down its hills and hollows in a sort of wild free-and-easiness that gives a charm to the whole place. It straggles in this romantically irregular way for two miles and a half along the river front and a mile and a half back from it. Piasa creek, a small stream which flows through the city, has been arched over and forms the main sewer of the place. Alton is one of the few hill cities in Illinois, and a magnificent farming country lies back of it, giving it a steady and profitable trade. Extensive manufactures are carried on, and flouring-mills, woolen-mills, planing-mills, saw-mills, glass-works, tobacco and agricultural implement factories abound. The packing of hogs is a great and growing

industry, and large quantities of lime and building-stone are annually exported. There are churches of all denominations, including a handsome Catholic cathedral, a number of newspaper offices, banks, fine gas and water works, and creditable public schools and libraries. At Upper Alton, about a mile east of the main city limits, is Shurtleff College, one of the leading educational institutions of the State. It is controlled by the Baptists and is especially designed to educate young men for the ministry of that denomination. The college owns property to the value of \$200,000 and has over 250 students. Here are the ruins of the old Alton Penitentiary, which was famous as a military prison during the late little fraternal misunderstanding.

From Alton we whirl over a glorious region of grain-fields and meadows, orchards, vineyards and green pasture-lands, past noted Monticello Seminary; through Carlinville, which boasts the finest court house in the State; through Girard and Virden and a score of other thrifty looking towns, nestling among their bowers of shade and shrubbery, fruit-trees and flowers; until we sweep into

#### SPRINGFIELD,

the county-seat of Sangamon county, and the capital of Illinois. It is a handsomely built city of about 50,000 inhabitants. It is situated on the banks of the Sangamon River, from which its excellent waterworks draw their supplies, and is a well paved, well lighted and well drained capital, of which any commonwealth might well be proud.

Springfield became the seat of government in 1839, when a mere straggling country village, and the old State Capitol, which was then deemed fully adequate to all the needs of the State, is now used as the courthouse of Sangamon county, and is hardly considered sufficient for that. The city contains good hotels, stores and business blocks, many elegant residences, one of which—the Matteson Mansion—was a few years ago, considered one of the finest houses in the West. Churches and schools everywhere typify the intellectual and moral culture of the people. Two lines of street railroad run through the city, one extending out to Oak Ridge Cemetery, in which Abraham Lincoln lies buried. Over his grave stands the splendid monument, of which our engraving elsewhere gives a very accurate representation.

#### THE NEW CAPITOL

rivals in magnitude and architectural beauty any in the country, and surpasses every other in the West. It has thus far cost \$3,500,000, which will probably be increased to \$4,500,000 by the time it is completed. The "Legislative Record" for 1877 contains this sketch of it, which, with our engraving, affords some idea of its splendor:

"The ground plan of the new Capitol is in the form of a cross, and the superstructure is in the style called the classic order of architecture. It so blends the ancient and modern art of building as to secure the greatest strength and solidity, and yet preserve an exterior appearance so light and airy as to be pleasing to the eye. The ground outlines are, total length from north to south, 359 feet, exclusive of porticos, which will when added to each end, make a total length of 399 feet. From east to west it is 266 feet, with twenty feet in the grand portico at the east end, which is the principal front, making a total length in that direction of 286 feet. There is an excavation underground of ten feet depth throughout the entire area. The next above this is the first story, and is nineteen feet high above ground. Above this is the principal story, which is twenty-two and a half feet from floor to ceiling. On this floor is the main corridor, running the entire length of the building from north to south; and the grand corridor crossing it at right angles under the dome, and extending across the building from east to west. The second principal story comes above this, and contains the Senate Chamber and Hall of the House of Representatives, which are forty-five feet from floor to ceiling. All other parts of this story are divided into two stories, the upper one of which is the gallery story. Above all

this rises the stately dome, surmounted by a lantern, with an iron flag staff, extending to a total height of 364 feet, from which the national flag was first thrown to the breeze November 29, 1876. That is a higher elevation from the plane of the earth than it ever reached before."

It would take hours to see and tell of all the attractions of Springfield, but locomotives, like time and tide, wait for no man, and we are off again with the rush of the prairie winds, through an endlessly rich and beautiful country, strewn thick with towns and miniature cities. We pass Atlanta, where the Illinois and Midland Railroad crosses the Chicago and Alton, giving communication with Decatur, Paris and Terre Haute.

Then comes Lincoln, where the State institution for the education of feeble-minded children is located. It cost \$185,000, has an efficient corps of teachers, and an average attendance of 120 unfortunates; and, with a short run further, we are in Bloomington, ready to hitch on the cars from the Missouri division, and fly ahead to Chicago.



Let the traveler or the shipper come whence he may, in all the great and growing Western and Southwestern region, and the Chicago and Alton Railroad offers him

EVERY ADVANTAGE AND FACILITY.

Traveling for business or pleasure, it furnishes him a road which never has a fatal accident, the most luxuriant coaches, plenty of time to eat and sleep on board, the fastest rate of speed to be attained on any Western line, attentive employes, and sure and swift connections for every important point or region on the continent.

For the shipment of freight to or from the West or South, it offers choice of two through lines, magnificently equipped with freight and stock cars that have every modern improvement and convenience. Its engines are as fine as any made or used in the world. It has all the necessary facilities to make it the great medium of trade and travel between the Great Lakes and the Gulf, between the Rocky Mountains and the Eastern sea ports.

And under the management of such men as T. B. Blackstone, J. C. McMullin, W. C. Van Horne and James Charlton, men of boundless energy, enterprise and experience, thoroughly familiar with all the details of their profession, and taking rank with its foremost representatives in the United States, far seeing, liberal and progressive, it is destined to become one of the new world's most powerful corporations and most popular highways.



For excursion tickets to all the summer resorts in the North and East, Canada, New England, Wisconsin, Minnesota, Michigan, etc. apply to S. H. Knight, ticket agent, Chicago, Alton and St. Louis Line, 117 North Fourth street, corner Pine street, St. Louis.

These excursion tickets are also on sale at the ticket office, Union Depot, St. Louis. Be careful to ask for them via the Chicago, Alton and St. Louis line.

In addition to the offices named, excursion tickets via the Chicago, Alton and St. Louis line, can be obtained at the office of the Cairo and St. Louis (narrow gauge) Railroad, Cairo, Illinois; of the following agents of the St. Louis, Iron Mountain and Southern Railroad: William Hooker, Little Rock, Arkansas; S. B. Adams, city office, Little Rock, Arkansas; N. S. Morse, Columbus, Kentucky; W. H. Winfield, Texarkana, Texas; J. N. Conger, Hot Springs, Arkansas; of the following agents of the International and Great Northern Railroad: J. S. Landry, Houston, Texas; J. H. Skinner, Hearne, Texas; P. J. Lawless, Austin, Texas; of J. H. Miller, agent Galveston, Houston and Henderson Railroad, Galveston, Texas; the agents of the Texas and Pacific Railroad at Dallas, Texas, Fort Worth, Texas, Sherman, Texas, and Shreveport, Louisiana; J. W. Coleman, New Orleans and Mobile Railroad, New Orleans, Louisiana; Jas. W. Rooney, agent Mobile and Ohio Railroad, Mobile, Alabama; of the agents of the Mobile and Ohio Railroad at Union City, Trenton, Humboldt and Jackson, Tennessee; Corinth, Okolona, Aberdeen and Columbus, Mississippi, and Gainesville, Alabama, and James Speed, 287 Main street, Memphis, Tennessee.

From the South, take the New Orleans and Mobile, and Mobile and Ohio route to St. Louis. From Texas, take any of the Texas lines to St. Louis. From Cairo, take the Cairo and St. Louis (narrow gauge) Railroad to St. Louis. From St. Louis, take the Chicago, Alton and St. Louis line.

#### PARMELEE'S OMNIBUS LINE.

Coming into Chicago by any of the score or more of great railway lines that centre here, the traveler should take one of Frank Parmelee's fine omnibuses to his hotel or stopping place in the city. The vehicles are large, softly cushioned and comfortable, with splendid teams and careful drivers. The transfer of baggage by Parmelee's baggage express is prompt and accurate, saving all vexatious delays and removing all danger of the inconveniences that so often arise from blunders in delivery. Addresses are carefully taken by competent men, and every precaution that experience can suggest is adopted to give satisfaction to patrons.

#### TEAS.

On the last page of this book will be seen the card of Lockwood & Draper, who started at 98 and 100 Michigan avenue, nearly two years ago, as direct importers of teas, as well as large jobbers and wholesale dealers in those fragrant articles. They employ from twelve to fifteen traveling men, and are represented in every Western State and Territory. The fact is, they possess all facilities, both as regards capital and experience, for transacting an extensive business, and are selling good teas at less prices than any firm East or West, saving former Eastern buyers freight and expense from New York or Boston. Their terms are liberal, and they give a large discount for cash. Mr. Lockwood has for nine years been connected with Carter, Hawley & Co., of New York, and Mr. Draper is well known throughout the West as an old and reliable tea and grocery man. Their tea sales last year exceeded those of any two general tea houses in the West, and equaled those of any house in America, and handling such large quantities enables them to sell at very small profits.

The magnitude of their tea business enables them to import their Japan teas and purchase other teas in large invoices, making them first hands, thus saving a profit and affording their customers an unusually extensive assortment to select from.

The character of their stock is of itself an attraction to good merchants who desire

to give satisfaction to their patrons, and they pledge themselves to maintain a uniform high standard, and warrant all teas they sell.

They have everything imported in the tea line, including every variety of ornamental boxes and tea-pots packed with choice Japan teas. They make specialties of their own brands of fine Formosa Oolongs, give prompt attention to mail orders, and send samples and price lists free whenever requested.

A year ago they established a cigar department, and have already built up an extensive trade in foreign and domestic cigars. They keep an immense stock of all the popular brands, and declare that they will in every case give the best figures to be obtained in Chicago. They promptly and carefully attend to sample orders, and buyers may be certain in patronizing this excellent firm that they will get the best articles at the lowest rates.

They are a live concern, and the immense trade they have secured by honest energy and enterprise keeps them rushed with business when many other firms are idle. Call on Lockwood & Draper when in Chicago, resting assured that you will receive courteous treatment and fair dealing. They will not let themselves be undersold or surpassed.

#### SCHOOL MERCHANDISE.

What the clumsy, jolting old stage coach and wind-driven scow of half a century ago would be compared with the swift-flying palace car and luxurious lake or ocean steamer of to-day, would the rude furniture and apparatus of the ordinary schools of that period be beside the elaborate and seemingly almost perfect appliances that now assist the young seeker for an education in our academic halls. The wearisome high benches, the awkward desks and the coarsely bound, repulsive looking books have given way to comfortable and tasteful furniture; beautifully printed and illustrated text-books invite the young student's attention and stimulate his interest; attractive maps and globes illustrate to his eye lessons that formerly were only got by tedious thrumming, and costly scientific apparatus gives him practical and delightful familiarity with themes which once were only intelligible after long and arduous application.

The largest manufactory in the world of all these modern helps to education-seekers is that of A. H. Andrews & Co., 211 and 213 Wabash avenue, Chicago. This immense concern has three factories, employing four hundred skilled workmen under the superintendence of men of large experience. They turn out nearly every convenience of school furniture, fixtures and apparatus in use in America, and every article is carefully inspected before it is sent out.

Among the specialties manufactured and sold by Andrews & Co. are the Dovetail Triumph Desk, which received the highest award at the Philadelphia Exposition, and of which 600,000 are now in daily use. They combine desk and seat with adjustable foot-rests, all of the best material and in the most compact and convenient shape.

The Triumph Box Desk, which is the favorite of all the normal schools in the country, combines the advantages of a book and instrument case with those of the Triumph desk.

Their recitation seats and settees unite in a remarkable degree durability, convenience and comfort.

Of teachers' desks and chairs they make an infinite variety, and of maps and globes they always have on hand a vast assortment of the most improved kinds. Their slated globes for map-drawing and for the use of geometry and trigonometry students are a specialty in which they take peculiar pride, as they are an improvement on any heretofore introduced.

In addition Andrews & Co. keep always on hand the largest stock in America of astronomical, mathematical, chemical and philosophical apparatus, maps, charts, etc.

## AKAM'S PARLOR BILLIARD TABLES.

The game of billiards may be traced back to the courts of Louis XI. and Henry III. of France, and was introduced about the same time into England and other European countries. When it first made its appearance in America is unknown, but it is to-day



almost a national game, and there is no town or village in all the country where its votaries are not found, and where the clink of its ivory globes is not heard. The game is pleasantly exciting, and affording graceful and healthful exercise to the body, and gentle recreation for the mind, is enjoyed by all classes and ages. No well-appointed city mansion is now complete without its billiard-room; and it is certainly infinitely better that the boys and young men of the family should be able to indulge in their favorite amusement with their friends at home, than that they should have to seek it in the gaily lighted saloon, with its

evil associations, its wild companions, its gilded bar, its glitter of decanters and bottles, its fumes of wine and liquor and tobacco, and all its other temptations to dissipation and vice. The home billiard table is really a potent measure of social reform.

Recognizing this fact, C. G. Akam, of No. 22 Adams street, has with commendable promptness and enterprise put it in the power of every home to own a perfect gem of a

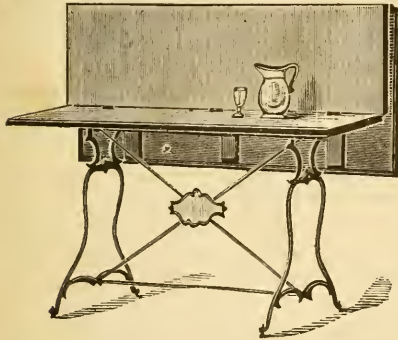


table. His tables are all of the finest materials and workmanship and the balls of genuine ivory.

The Young America Table for the little fellows is made of two sizes;  $1\frac{1}{2} \times 3$  feet at \$1.50; and  $2 \times 4$  feet at \$3.50. The outfit consists of four balls, two cues, level and counters.

Youths' Tables.  $2 \times 4$  feet, without stand, \$6.00;  $2 \times 4$  feet, with ornamented stand, \$8.00. The outfit comprises four celluloid balls, four cues, counters, pool outfit, cue rack, level and chalk box.

The Parlor Table, size  $2\frac{1}{2} \times 5$  feet, with oval, black walnut rail, \$15.00; extra finish, \$17.00.

The combination Parlor Table, which can be converted in a moment from a billiard table into a dining table or ornamental sideboard, with beveled and flat-top rail, \$19.00; veneered, \$20.00; fancy, \$22.00; with inlaid wood, \$23.50. The sideboard and dining-table top comes at \$2.00 extra for the black walnut, and \$2.50 for the fancy wood.

A complete and perfect billiard table for \$15.00 certainly brings the fascinating game in reach of the humblest homes, and the fact that Mr. Akam has sold 11,000 in the last two years shows that the people appreciate a good thing. Correspondence from parties desiring to purchase, or from any wishing to act as agents for the sale of these goods will receive prompt attention.

Address; C. G. Akam, 22 E. Adams Street, Chicago, Ill.

## THE TOURISTS' AND SPORTSMEN'S EMPORIUM.

The best place in the whole northwest for tourists and sportsmen to obtain the various articles required by them can be found at 118 Randolph street, the institution is presided over by A. G. Spalding & Bro., perhaps we should say that A. G. Spalding is better known throughout the length and breadth of this country as Al. Spalding, who



has for many years been considered the best pitcher in the base ball field. Two years since he quit playing ball, and started the present enterprise. To-day it stands as the leading wholesale house in its line. The firm are manufacturers, importers and dealers in archery goods, base ball supplies, fishing tackle, skates, lawn tennis, croquet, theatrical and sporting goods of all kinds and descriptions. They carry an immense stock of imported English bows and arrows the production of the well-known houses of Thomas Aldred, and Phillip Highfield of London, England. They also manufacture largely of this class of goods. In the base ball line, this house stands without a peer; the National League of professional base ball clubs, has given the Spalding League Ball, the highest endorsement possible adopting it as the standard ball to be used in all league games in the United States, during 1879.

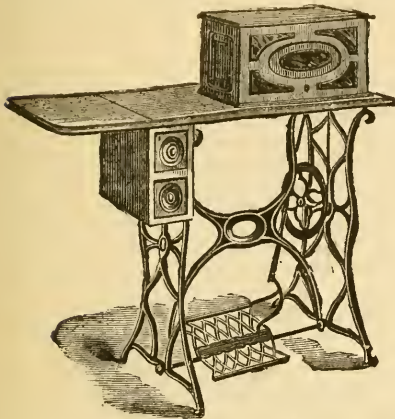
In fishing tackle, the most capricious angler can be suited, a more complete assortment cannot be found, It is useless to enumerate, as they have *everything* needed. To those who desire to become fully posted on the immense stock in all its varieties, we will say, send to the firm for a copy of "Spalding's Journal of American Sports," a valuable publication devoted to the interests of all out-door sports; it will be mailed free to any address. The demand has been so great for the goods handled by this firm, that they found it necessary to establish a large factory, which they have located in the heart of the timber region of Michigan, employing 120 men, and it is safe to say this, that this factory turns out during the year

more croquet, base ball bats, Indian clubs, and other games and sporting implements of this kind than all others in the United States.

We would call attention to the game of lawn tennis as a field amusement, this is fast superseding croquet, and will, as soon as its merits are known, become the popular recreation of the country. Ladies and gentlemen can join in the game, which can be played in either winter or summer. The exercise required to enjoy it is not of an exhausting character, and affords both sexes a training in graceful movements.

## SEWING MACHINES.

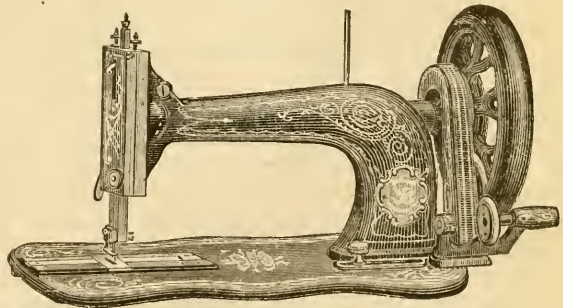
This branch of industry has during the last few years attained mammoth proportions, thousands of sewing machines are sold annually. Among the largest operators in this branch of trade, C. G. Akam stands at the head, located at No. 22 East Adams street; he can be found at all times, busy attending to the wants of his customers; during the last five years he has sold over 30,000 sewing machines; the number may seem large at first, though such is the fact. His wonderful success can be attributed to his long familiarity



with the requirements of the public, and a knowledge of the fact that at the present day there is no article more essential to home comfort and household economy, than a good sewing machine, one that will not break at the first trial, but that will work for years without getting out of repair; such a machine he handles; it is constructed on the best tested principles, made of the best materials, and embodying all the recent improvements; *he warrants every machine* and can conscientiously recommend it. Following this course from the beginning he has built up the enormous business before mentioned, and to-day many homes are made glad, many a poor tired wife and mother blesses the day that

one of the Improved Singer Machines came to the household, from the warehouse of Mr. Akam. No better machine is made than the one shown on this page; it is a model of convenience, simplicity, durability, and practical utility; the verdict of an unprejudiced public has pronounced it the best in use. This machine is furnished at the low price of \$20.00, delivered on the cars in this city; why then pay \$45.00 for the same machine? Mr. Akam will fill orders for one machine or one hundred at the same rate.

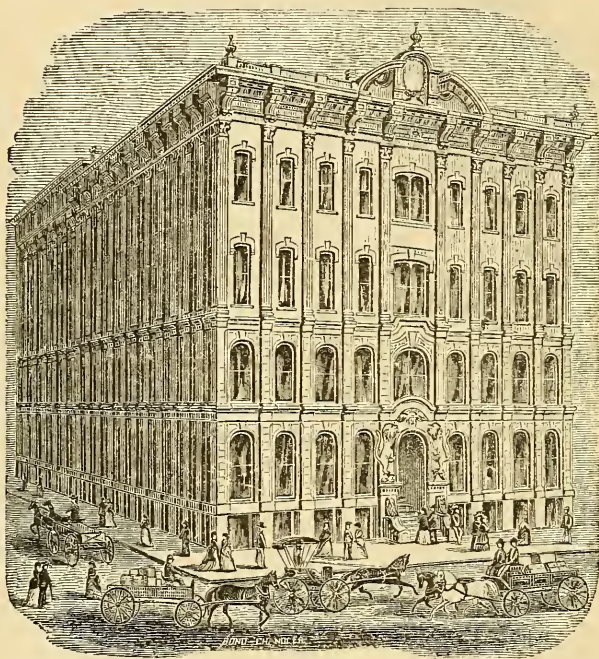
When ordering of Mr. Akam, you can save from \$15.00 to \$25.00 on each machine; it must be borne in mind that there is no longer a monopoly in sewing machines, but that the patents have expired, and no more extortions can be practiced on the purchaser. We have no hesitation in saying, that these machines combine simplicity and strength; its management is easily comprehended, it can be readily adjusted, and is not liable to get out of order. At the same time it runs easily and quietly, and the noise and confusion which are the accompaniments of so many inferior machines, are entirely wanting in the "Improved Singer."



Being of recent introduction and manufacture, this machine embodies the result of the experience and experiments of many years, the mistakes and deficiencies of old-time machines being avoided, and all the latest and most desirable improvements and discoveries incorporated in it. In spite of all opposition and prejudice it has won its way to the highest place in the favor of those by whom a good and effective machine is appreciated, and has become, by reason of its intrinsic merits, the most popular sewing machine of the day.

## THE NATIONAL LIFE INSURANCE, U. S. A.

Life insurance has become so general within the past few years that now you rarely find a man of average intelligence who is not insured. The question is daily asked, "Where shall I insure my life?" While there are so many good companies we can say without hesitation that there is none better than the one whose title heads this article. Organized in 1868 by Jay Cooke and his associates with the largest capital of any life insurance company in the world, viz., \$1,000,000, it has steadily increased its assets and to-day its surplus is larger than its capital. It offers inducements to insurers in its low rate of premium and definite contracts. You know just what you will pay and how



NATIONAL LIFE BUILDING.

much you will receive, while the large assets of the company guarantees the safety of the investment made for the benefit of those held dear. The company was chartered by Congress with headquarters at Washington, but the management appreciating the fact that Chicago was the place to hail from wisely opened a branch office here, where it owns the fine building a view of which is here given.

The Board of Directors comprises many of our best business men. Mr. E. W. Peet, the President, is one of the leading authorities in the United States on all that pertains to life insurance. He has been connected with the company since its organization, first as actuary, from that he has risen to his present position, not by favor but by real merit and worth. J. A. Ellis, V. P., is a well known business man in Chicago. J. M. Butler, like Mr. Peet, has been with the company since its inception. The aim of the management of this company has always been equity, promptness and justice.

J. B. MACKEL,

who is known so well in the city as the best fine boot and shoe maker, has been forced by his constantly increasing business to remove to the large, spacious and elegant store, 111 Randolph street. Here he can be found ready at all times to take the measure and give

a perfect fit to any and all who desire. His aim is fashion, comfort and durability. A combination of these qualities, together with a moderate price, causes his store to be thronged daily. Mr. Mackel is one of those men of indomitable will and perseverance, who always succeeds. He has invented a plan of self measurement, so that no matter where his customer may be, let him follow instructions and he will be sure of a perfect fitting pair of boots or shoes; and there is nothing that tends to disturb a man's peace of mind so much as an ill fitting shoe or boot. Mr. Mackel has recently, at great expense, issued a fine illustrated catalogue, giving a view of all the different styles of goods made by him. It will be mailed free on application.

#### THE GOODRICH TRANSPORTATION COMPANY.

No excursionist or tourist coming to the Golden Northwest will have seen all its beauties or experienced all its delights until he has made a trip across the blue waves of Lake Michigan to some of the thousand and one lovely summer resorts that cluster all along its shores. The dancing of the limpid waters, the roll of the white-capped billows, and the sweep of the cooling breezes over the vast and ocean-like expanse, are a gloriously refreshing and invigorating tonic to a system worn with the din and heat of city life or enfeebled by exposure to a Southern climate.

The Goodrich Transportation Company offers every facility and opportunity for such a trip. Its splendid side-wheel steamers leave the docks, at the foot of Michigan avenue, in Chicago, daily for all the principal points in the whole lake shore region.

Among the innumerable charming places to which they run are St. Joseph and Grand Haven, in the heart of the great fruit region of Western Michigan, and where the fishing is always fine. At St. Joseph are located some of the largest establishments in the world for the canning of peaches, tomatoes, raspberries, corn, and other fruits and vegetables.

Boats also run to Escanaba and Negaunee, where the trout fishing is glorious sport, and where the waters of the streams in mid-summer are almost ice-cold. And they run to Manistee, where the gamy grayling abounds in such quantities as would have made old Izaak Walton's eyes pop out of his head with delight.

The boats are all large, spacious and strongly built, their machinery first-class, their cabins roomy and elegantly furnished, and their bills of fare loaded with every conceivable luxury. The officers are capable and tried seamen, who look carefully after the comfort of their patrons; and the very name of that old veteran of the waters, Superintendent T. G. Butlin, is a guarantee of perfection in all the details of management. Excursion tickets are sold during the summer season at such low rates as to put a delightful trip in reach of every one, and every indication points to an immense travel this season.

#### THE FRENCH INSURANCE CORPORATION.

The great fire of 1871 having swept away nearly all of the local insurance companies of Chicago, it became necessary to look outside for good insurance companies. Many good companies have entered the State for the transaction of business; among these, there are none better than the French Insurance Corporation, of Paris, France. This company, established in 1858, with a subscribed capital of \$2,400,000, of which \$1,400,000 is paid up, its gross assets are \$5,600,000, its net assets after deducting liabilities are \$5,216,000. It transacts a fire business only.

Its council of administration and list of stockholders are composed of men of high business, political and social standing, and solid financial strength. It has since the date of its organization paid for losses, over \$4,500,000 in gold, and all just claims against the company have always been promptly and fairly adjusted and paid. It is under the especial supervision of the French Government, and, as is the case with all other like corporations in France, is in the immediate charge of the Prefect of Police. The insurance laws of France require that the entire amount of capital shall be subscribed, and

the list of stockholders duly examined and approved, as to character, financial standing and subscriptions, prior to the transaction of any business in fire underwriting, and thereafter the company is constantly under the direct and most rigid scrutiny and control of the Government, and is not permitted to call in to exceed four-fifths of the amount of its subscriptions thus approved; the remaining fifth being held in reserve for the benefit of policy-holders in event of serious disaster to the company. By reason of the admirable character of these laws and the continued thoroughness of the Government surveillance, the protection to policy-holders in La Caisse Generale is made as nearly complete and perfect as possible, no policy-holder having ever as yet sustained loss through the embarrassment or failure of any French Fire Insurance Company.

The company has a large deposit in this country, its business in the hands of some of the ablest and most experienced fire underwriters in the United States. Particularly is this so in the West where its interests are looked after by B. D. West, Esq., with headquarters at 174 La Salle street, Chicago, who is one of the ablest of the younger generation of underwriters; his supervision extends over the whole Western and South-western field where he has made money rapidly for the company.

#### CAPILLARY ART.

It would delight the soul of a Sioux or Kickapoo "brave" to take a stroll through the immense establishments of M. Thome, at 144 and 146 Wabash avenue and 157 State street. He is one of the largest importers and dealers in hair and hair goods in the country, and keeps a vast supply of every conceivable shade and quality of tresses, locks, braids, switches, curls, and all the million other shapes and fantasies into which the indispensable adornment of the head-piece can be wrought or twisted. His wholesale house is on Wabash avenue, and his retail department on State street.

#### SURGICAL AND MEDICAL APPARATUS.

Sylvester S. Bliss, No. 70 State street, is one of the leading Western dealers in surgical instruments and physicians' goods. He has all the most approved appliances for remedying deformities of the human frame, braces, trusses, pads and bands, supporters, crutches, all the corrective machinery for distorted spines, weak ankles, club feet, knock knees, and the thousand other twists and torments that flesh is heir to. Of medicine chests and all the varieties of physicians' and surgeons' cases he has always an endless assortment, and he makes a specialty of Bliss' Prairie Cases, his own device and manufacture. He promptly furnishes prices and circulars to all who apply for them.

#### DENTISTRY.

There are few instances, even in the growing, pushing Golden Northwest, of a more rapid achievement of success by working for it and deserving it, than is afforded in the case of the McChesney Brothers, the popular dentists, at the corner of Clark and Randolph streets. Commencing but a few years ago, they have, by doing the very best work at the very lowest rates, pushed themselves into one of the most extensive and lucrative runs of practice enjoyed by any firm in Chicago. They employ none but the finest material, and charge no fancy figures for mere style's sake. All their work is warranted, and at the rate their patronage is increasing they bid fair ere long to lead the whole dental fraternity of the Lake region.

#### BAGGAGE CHECKS.

W. W. Wilcox, No. 88 Lake street, manufactures and keeps constantly on hand all varieties of railroad and hotel baggage checks, badges, stamps, ticket punches and destination cards. New forms and designs for checks and badges promptly furnished when desired, and all work done in the best manner and at reasonable rates. Railroad, hotel and express men will find it advantageous to remember the name and address of Wilcox' check factory.



## ENGRAVING.

For all styles of designing and engraving on wood, J. Manz & Co., No. 96 La Salle street, stand prominently before the public. They design and engrave cuts and illustrations for book, newspaper and poster work in most artistic fashion, and many of their wood-cuts might easily be mistaken for fine steel engravings. All orders will be promptly attended to and satisfaction is guaranteed both in regard to design and execution. The engravings in this book of the Mitchell building, Milwaukee, the club house and camp scene at Island Wild, and Dr. Von Suessmilch's residence, at Delavan Lake, on the line of the Western Union Railway, are executed on wood by this firm, and no further commendation of their work is needed.

## PHOTOGRAPHIC VIEWS.

Fine photographic views of scenes contained in this book, and thousands of others of noted places can be obtained of Edward Lovejoy, No. 88 State street. He has a large assortment of Chicago views, before, during and since the great fire, views of public buildings, parks and other objects of special interest. His stock of pictures, chromos, frames, and all the articles usually found in a first-class art emporium, is extensive and attractive, and he is always ready to supply dealers or fanciers, at wholesale or retail, at prices that defy competition.

## PAPER.

One of the marked peculiarities of our civilization is the universal and infinitely varied use of paper. It has become one of the world's staples, and nowhere is there a more extensive and enterprising establishment for its manufacture and sale than that of Clark, Friend, Fox & Co., 150 and 152 Clark street, Chicago. They make and handle every quality, size and shade of paper that is used, from the delicate note paper on which dangerous breach of promise case correspondence is penned in violet ink, to the huge sheets on which, in the shape of daily newspapers, the civilized world takes its morning dose of intelligence, political fire and fustian, legislative and congressional stupidity, financial failures, crime, gossip and humbug. Wrapping paper, printing paper, writing paper, book paper, envelope, card stock, and anything and everything to be found in the largest and finest paper houses in the world can be found at Clark, Friend, Fox & Co.'s spacious ware-rooms, and their supply is kept up by the constant running of their three immense mills, the Lockland, Rialto and Crescent. The extent of their business enables them to fill orders at the lowest possible rates, and buyers can be assured that no more reliable firm invites the trade of the West.

## PHOTOGRAPHY.

For photographs, in all the highest styles of the art, the place to go in Chicago is Copelin's, No. 75 Madison street. He is more than a photographer; he is an artist, and his pictures combine all the charms of perfect likeness, graceful positions and perfection of tints. From his smallest carte to his life size portraits in oil colors, the reproduction of feature and expression, is absolutely perfect, while his artistic taste throws a refining and beautifying halo over the entire work. His fame has gone throughout the country, and the immense patronage his skill is bringing him enables him to employ every facility and improvement known to his profession. To save all inconvenience to his patrons, an elevator runs constantly to his rooms, where, in addition to an extensive gallery of portraits of celebrities, he has a large assortment of exquisite stereoscopic views of noted places and scenes in the great West, which he offers for sale at wholesale or retail.

## THE MICHIGAN CENTRAL RAILWAY.

The advantages of travel over the lines of the Michigan Central Railway are numerous. It is known to be the most direct, the most comfortable, but beyond this it is the only east and west line that runs the magnificent and convenient dining cars wherein the hungry traveler may eat at his leisure, while traveling at the rate of forty miles an hour. This system does away entirely with the excessively disagreeable jump and run experi-

ence of railway station feeding. Moreover the *cuisine* is comparable only with that of the very first hotels. All meals are served at the moderate price of seventy-five cents each, while the wine card tempts the epicure with every standard vintage and tap known to the most exclusive club. It should be remembered that a view of the Niagara Falls can only be obtained by this route, the crossing of the Niagara River being in such a position that passengers are enabled to enjoy the most perfect view of the whole grand scene while reclining comfortably in their seats. Both for freight and passage the Michigan Central is the most popular east and west route connecting Chicago with the seaboard.

#### THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

The Lake Shore and Michigan Southern Railway is one of the oldest, as it is one of the most important connections with the East, that Chicago possesses. Intimately connected in control and management with the New York Central Railroad, it offers one of the finest routes imaginable to and from New York and the Atlantic seaboard. It is the only all rail route to the East that avoids both ferries and transfers. Both as to freight and passenger business, the Lake Shore and Michigan Southern Railway is as important a line as any in the world; its advantages as a trunk line are, however, of greater interest to the readers of this work than are other considerations. Through sleeping coaches run between Chicago and New York, via Albany, on every express train. This line passes a greater number of great points of interest to the business man than perhaps any other of equal length in the United States. All the great commercial cities of Illinois, Indiana, Ohio, Pennsylvania, New York, and the Eastern and Middle States may be quickly, conveniently and comfortably visited by the Lake Shore route.

#### THE GRAND TRUNK LINE.

The Grand Trunk Railway is one of the most important links that connect the west and east socially and commercially. It enjoys advantages superior to those of other lines in controlling a vast traffic both to and from American and Canadian termini. For passengers it is by several dollars the cheapest route to Boston and points in Maine, New Hampshire, Vermont and Massachusetts. As a pleasure route the Grand Trunk offers attractions superior to any possessed by any other line. It connects with river steamers for the beautiful trip to the Thousand Islands and the St. Lawrence River to Montreal, shooting the world renowned Rapids of the St. Lawrence by daylight. This is the direct route via Montreal to Quebec, St. Johns, Halifax, White Mountains, Portland, Boston, Lake Champlain, Lake George, Hudson River, and seaside resorts. Through Wagner cars accompany every evening express train from Chicago to Buffalo and Boston without change, and Pullman Palaces are attached to the 9.00 A. M. through express from Chicago to Portland, making the entire run without change.

#### CHICAGO AND WEST MICHIGAN RAILROAD.

Among the many iron tentacles that stretch out from Chicago, the greatest railroad centre in the world, grasping and drawing into its mouth the commerce of the nations, the Chicago and West Michigan railroad is not the least important. Its main line extends from New Buffalo to Pentwater, 170 miles, with a branch from Holland to Grand Rapids, twenty-five miles, and another from Muskegon to Big Rapids, fifty-five miles. Trains with sleepers attached run direct from Chicago via this line, to Grand Rapids, via Holland. The distance from Chicago to New Buffalo is sixty-six miles, and from thence to Grand Rapids 115 miles.

Both its freight and passenger traffic are extensive and rapidly increasing under the energetic administration of Geo. C. Kimball, Esq., general manager, an officer whose executive abilities command for him the respect of the railroad profession, and the confidence of the public who have been benefitted by the advance in general usefulness made by the road since he took hold of its affairs. Mr. Kimball's task is lightened by his good fortune in having an excellent staff of experts about him. Mr. C. M. Lawler, assistant

superintendent, is a railroad official of high standing and ability, and justly popular with the friends and patrons of the road. Mr. A. M. Nichols, general freight and passenger agent, is also a well known, respected and able officer. The united labors of these executive officers have rendered the road one of Chicago's most important rail connections.

#### THE GREAT WESTERN RAILWAY OF CANADA.

The Great Western Railway of Canada, which runs, in connection with the Michigan Central Railway, through Canada from Detroit to Suspension Bridge at Niagara Falls, is one of the finest trunk lines on the continent, and magnificently supplies the great link which otherwise would be missing in the direct route from Chicago to the East. By this route the tourist passes over the great suspension bridge at Niagara Falls.

This road is supplied with the finest of hotel cars run by this company. The tables are supplied with all the luxuries of the season at the low price of seventy-five cents per meal. The management of this line is excellent. The equipage of the freight and passenger service of this line is ample and excellent, and the Great Western deservedly ranks among the most necessary and valuable railway connections in the Great Chicago system of east and west lines.

#### ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILROAD.

Seldom in the history of American railroads has there been a more remarkable instance of rapid growth, and the success that surpasses the most sanguine expectations even of those who achieve it, than in the case of the great St. Louis, Iron Mountain and Southern Railway line. Only a few years ago it was a mere little local road ending in the wild "knobs" of the Missouri iron region. But the indomitable energy of its President, Thomas Allen, and his corps of able lieutenants, numbering such men as A. W. Soper and E. A. Ford, has speedily pushed it to the very front rank of new world roads. It has become the great highway of communication between St. Louis and the South. It has opened up a new empire in southern Missouri, Arkansas and Texas, and the tide of emigrants that has poured over its line into this vast and fertile Southwestern region has surpassed all description. The company has steadily increased its accommodations, lengthened its trains and added to its cars, but still the throng of south-western bound home-seekers have crowded in and compelled yet greater efforts.

It is now one of the best equipped and managed roads in the country, and its palace and drawing-room cars offers luxurious ease to the tourist on business or for pleasure. It passes through the far-famed iron region of Missouri, giving a view from its car windows of the wonderful Iron Mountain, from which it derives part of its name. It runs through the rich valleys of the Black and the White rivers of Arkansas, which surpass in fertility the valley of the Egyptian Nile. The company owns 1,500,000 acres of the finest lands in the world, which it offers to the seeker for a home at merely nominal prices on long time.

It is the shortest and best route to the marvelously growing regions of Texas, connecting at Texarkana with the whole system of Texan railroads for Sherman, Dallas, Houston, Austin, Galveston and San Antonio. It is the only route to Little Rock and the famous Hot Springs of Arkansas, and thousands of invalids from every part of the world will testify to the care of its managers and employes for the comfort of all who journey over it. And it is the most direct line from St. Louis to Memphis, Vicksburg, New Orleans, Mobile and Pensacola, running through from St. Louis to New Orleans and Mobile without change of cars.

#### THE CANADA SOUTHERN RAILWAY.

The lines of this enterprising and powerful railway corporation, extending from Detroit and Toledo to Buffalo, with their Niagara extension, form the only line from the West running directly to Niagara Falls. They afford passengers an opportunity of witnessing the Horse Shoe Falls and the mighty rapids from the train, and land them on the Canadian side, within one block of the Clifton and Prospect Houses, where the finest view of the Falls is obtained. Among all the iron roads leading to and from the Western metropolis, none are more worthy of note than the Canada Southern Railway.

## ST. JOSEPH, MICH.

St. Joseph is a handsome lake port and village situated on Lake Michigan, at the mouth of the St. Joseph River, in latitude 42; it is sixty-two miles from Chicago, and about 100 from Milwaukee, with both of which cities daily steam communication is maintained during the season of navigation. The St. Joseph River traverses the country from the southeast through the city of Niles and the villages of Buchanan and Berrien; the Paw Paw River from the northeast through the village of Watervliet and near Colona, and the two rivers unite near the mouth of the former, forming with the lake two peninsulas. The St. Joseph is navigable for river steamers for the distance of 100 miles, and the Paw Paw for thirty.

No resident or habitue of Lake Michigan and its ports and surroundings would regard a sketch of St. Joseph as complete without some reference to one of the most genial, widely known and popular characters. Captain Napier, who just now commands the fine steamer *Corona*, of the Goodrich Line, is one of the oldest and most thoroughly educated naval commanders on the great lakes. No matter what line he may happen to be connected with, nor how much competition it may have, wherever Captain Napier is, there is business, and plenty of it. His genialty makes his passengers regret the moment when they have to leave his vessel, and to a man they appear on his passenger list again at the very first opportunity.

St. Joseph is the most popular fishing resort anywhere within two hundred miles of Chicago. From the pier, off the bar, and up the river, according to wind and weather, hundreds of people may be seen every day, busy catching the most splendid specimens of bass, pike, pickerel, cisco, muskalonge and perch. The bass fishing at this point is especially famous, it being a common thing to hook black bass weighing from three to five pounds, and by the hundred. Everything requisite to the enjoyment of the sport is found on the ground. There are plenty of good boats, bait, tackle, and good men to row the boats. Among the solid fishermen may be mentioned W. H. Skinner, who seems to know just where the fish are, and whoever secures his services will be sure of a good day's sport. Above all, the angler finds at St. Joseph something almost a *rara avis*, one of the finest and liberally kept first-class hotels in the West. The Park House, conducted by Mr. Sam Brown, one of the best hotel managers in the country, was formerly the handsomest and most costly private mansion in the vicinity. Nothing could be more agreeable to sportsman or family than the quiet refinement of this little palace by the lake, where every delicacy one finds at Delmonico's, is served to enrapture the palate, and where rest is sought in apartments fit for princes.

## BENTON HARBOR.

Benton Harbor is a lake village extensively engaged in the Michigan fruit trade, situated on Lake Michigan near St. Joseph. The early history of the place is unimportant, but a good many years ago it began to be noticed that fruit orchards in the vicinity invariably escaped the frosts that killed fruit in other and not distant localities. In consequence of this discovery, land was largely bought up at high prices, and devoted to peach culture, which interest alone has made Benton Harbor a place of considerable importance. In 1860 a village was laid out on a flat near the marsh which extends to the lake, and it was at first called Brunson Harbor. A canal twenty-five feet wide and ten feet deep was completed to the lake in 1862. In 1865 the name of the village was changed to Benton Harbor.

Among the principal advantages which Benton Harbor enjoys commercially, the greatest is intimate and extensive connections maintained with the metropolis by the steamer line of Messrs. Graham, Morton & Co., Benton Harbor, Michigan, and 48 River street, Chicago; who have during the past winter thoroughly rebuilt the popular and fast steamer *Messenger* which runs regularly, leaving the company's dock at the foot of Wabash avenue every morning at 10 o'clock, Saturdays and Sundays excepted; on Saturdays it leaves at 11:30 P. M. Returning, the steamer leaves Benton Harbor every evening at 9 o'clock, Saturdays excepted. The trip occupying five hours either way. Captain Bartlett, commander of the *Messenger*, has been known for a long time on the lakes, as one of the most accomplished navigators of the country. He has had remarkable good fortune with the vessels at different times under his command; principally owing to the unceasing vigilance that he always uses in the conduct of his duties. More than a little popularity of the *Messenger* as a favorite passenger vessel is due to the confidence that the public has in the skill of its commander, coupled with his uniform politeness and attention to the comfort and wants of those who travel under his care.

This trip allows parties from Chicago a long afternoon in Benton Harbor, followed by a pleasant night's rest in a comfortable *Messenger* stateroom, reaching Chicago bright and early in the morning.

*Copelin,*

PHOTOGRAPHER,

75 MADISON STREET,

CHICAGO.

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**The Finest Possible Work in the Photographic  
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STEREOSCOPIC VIEWS OF THE PRINCIPAL WATERING PLACES OF THE  
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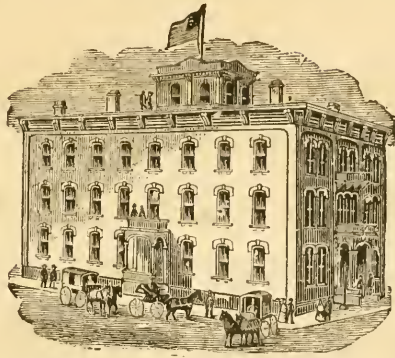
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**Carriage and Sleigh Manufacturers,**

CORNER WASHINGTON AND THIRD STREETS,

WINONA, MINN.

LARGEST WORKS IN THE NORTHWEST.

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BURLINGTON IOWA.

ORGANIZED - - - 1860.

CAPITAL, - - - - \$200,000

Insures only Farm Property, Detached Dwellings, Barns (their contents), Country Churches and School Houses, but no property more hazardous; and no loss by any one fire can exceed 1½ per cent. of its capital.

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JOHN G. MILLER, SECRETARY.

WILLIAM BELL, VICE PRESIDENT.

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OF THE

**NORTH OR NORTHWEST,**

GET YOUR TICKETS BY THE

**“IRON MOUNTAIN” ROUTE,**

**VIA. ST. LOUIS.**

**St. Louis, Iron Mountain and Southern Railway**

**FROM TEXAS.**

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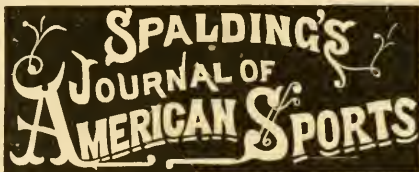
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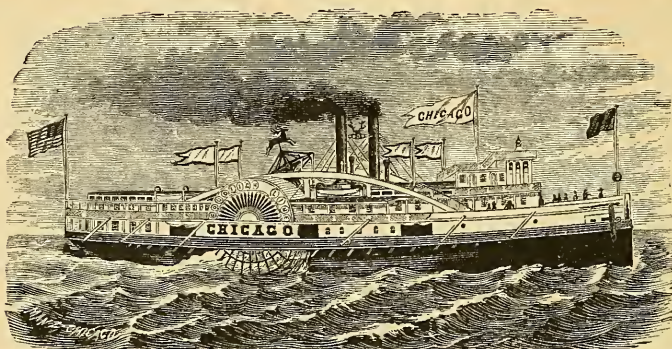
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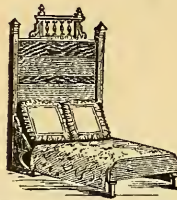
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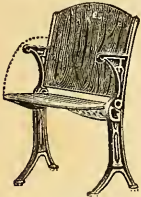
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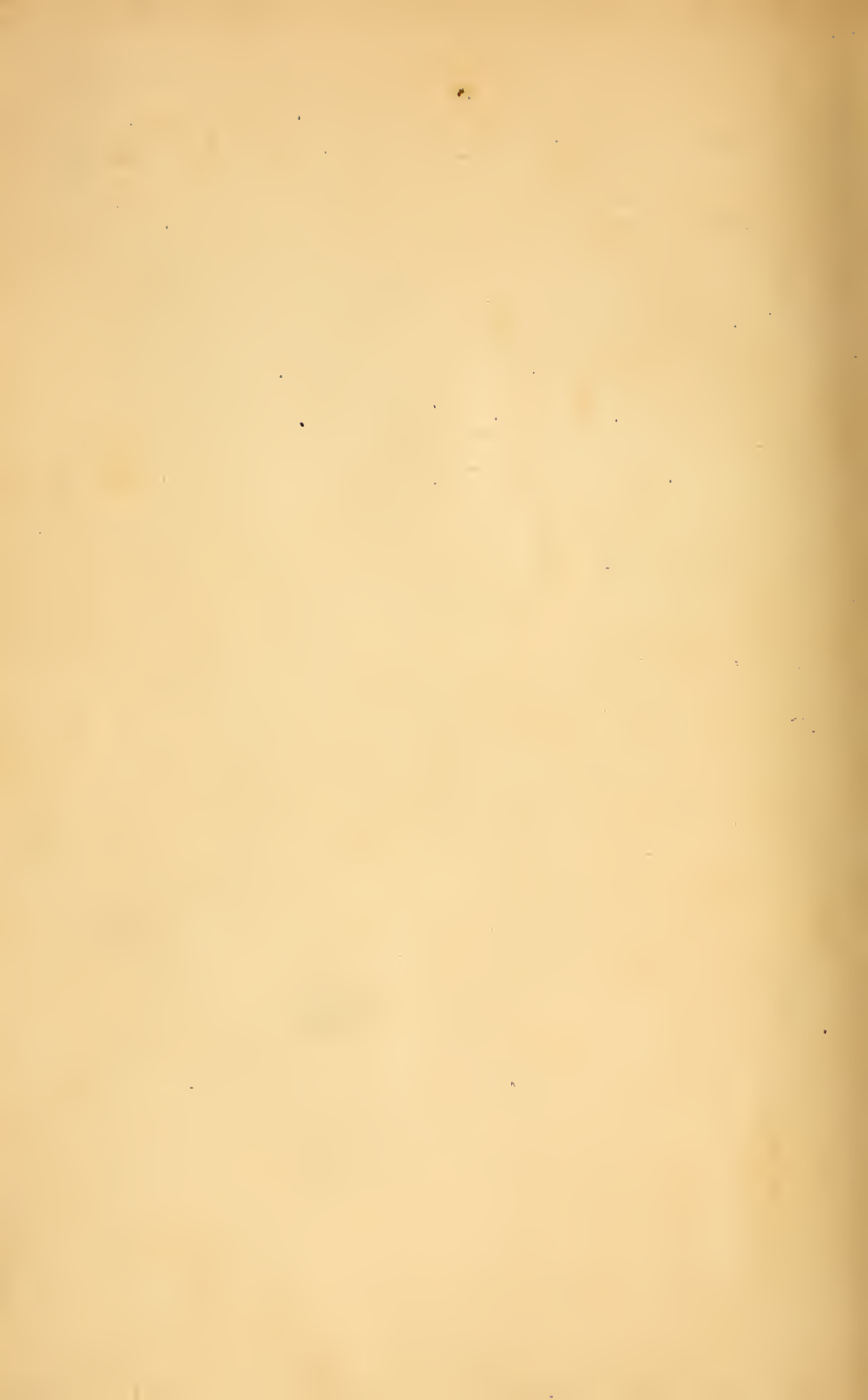
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