including many of the nobility, with whom he received a good fortune. This bereavement, heightened by the death of his mother and two sisters, which took place soon after, and to whom he was ardently attached, pressed so heavily on his mind that he was induced to resign his appointment and join his father in Milwaukee, where, and afterwards at LaCrosse, he got the appointment of city surveyor. He was employed on the La Crosse Railroad for a short time, and constructed a mammoth sectional map of Wisconsin for his father for publication, which was a master-piece of artistic talent. This map was printed, but has never been offered for sale in consequence of a difficulty between Mr. Gregory, sr., and the publishers.

The electors of the congressional district in which he lived proposed to send him to Congress, free of expense, but before accepting of the honor intended to be conferred on him by his friends, he sounded his father with a view to ascertain how the old gentleman felt disposed to supply means to meet the expenses incident to Washington life, and his father, knowing his extravagant habits, advised him by all means to mind his profession, and keep clear of politics.

George Gregory was twice elected County Surveyor of Houston County, Minnesota, where he died, much regretted by those who enjoyed his acquaintance. He was naturally extravagant. His social habits, kindly disposition, mild and unassuming manner, and gentlemanly bearing made him a universal favorite in every society in which he mixed. If he had faults, and few are exempt, they only affected himself.

THE NEW STOCK YARDS.

A much needed improvement has been made during the past year by the Milwaukee & St. Paul Railway Company, in constructing new and complete stock yards at a point accessible to all the railroads entering the city. The new yards are located upon the south side of the Menomonee flats, about one mile west of the Union Depot, at a point where all the railroads entering the city from the west unite. The facilities for receiving, shipping and yarding stock here are very good, and will be increased from time to time to any extent required, as the railroad company own a large tract of land adjoining the present yards. Already it is found that more room is wanted, and important extensions of the pens will be made in coming spring. The present area covered by that portion of the yards that is completed is between four and five acres. The pens
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and underway) will hold two thousand head of cattle or about twenty thousand hogs. Fourteen cars can be unloaded or loaded at the same time. At the old yards but one car at a time could unload. Two wide passages or streets extend the whole length of the yards, intersected by shorter avenues, dividing the pens into sections which are designated as “Section A,” “Section B,” and so on. The pens, of which 62 are now in use, are numbered in regular order, and the number of each conspicuously inscribed upon its entrance. The arrangements for weighing, watering and feeding stock are very complete. The yards are supplied with an abundance of pure water from a large reservoir on an adjacent eminence which is fed from the Menomonee River, by means of a pump worked by a windmill.

One of the canals in process of being dug out through the Menomonee bottom reaches these yards, so that stock can be shipped either by rail or by water with equal convenience. The company are constructing a broad planked avenue parallel with the line of the railroad track leading from the yards to the slaughter houses, about half a mile distant. These yards, so perfect in all their arrangements, have been constructed with great economy, the whole expense of the work thus far done amounting to only $28,000.

By an arrangement between the railway companies, live stock may now be shipped from any point on the Chicago and Northwestern Railway to this market, and if not sold here may be re-shipped to Chicago without any additional expense. Parties shipping live stock from any points west or north of this city to Chicago have the privilege of unloading, feeding and resting here with no additional expense except for fodder consumed.

This liberal and judicious arrangement on the part of the Milwaukee and St. Paul Railway Company will not only prove a great convenience to shippers of live stock, but also a decided advantage to the packers and stock dealers of this city.

Mr. E. W. Edgerton, Superintendent of the New Stock Yards, reports receipts from the date the yards were opened, October 26th, to the 31st of December, of 4,125 head of cattle, 47,981 hogs, and 1,677 sheep.

FOUR AND GRAIN.

The following statement showing the total Movement of Flour and Grain at Milwaukee, in 1869, is taken from the 12th Annual Statement of the trade and commerce of Milwaukee, for the year ending December 31, 1869, as reported by Wm. G. Longson Esq., Secretary of the Chamber of Commerce: