

PRICE OF LANDS.

Shawano county has about 655,000 acres of land, a very large portion of which is unimproved. The improved lands are held at an average price of twenty dollars per acre. Some of them are worth fifty dollars per acre. The unimproved lands can be purchased by settlers at prices ranging from fifty cents per acre to six dollars. The lowest priced lands are those from which the pine timber has been taken. There is quite a quantity of Government land in the western part of the county, which the actual settlers can take under the "Homestead Act," on the payment of about twelve dollars for a quarter section. There are about one hundred thousand acres of State land in the county which is sold at one dollar and twenty-five cents per acre; in most cases, a few dollars on each forty acres is required to be paid down and on the balance the purchaser gets two years time, by paying annually seven per cent. interest on the amount unpaid, which enables a poor man to obtain a farm at a mere nominal sum. Many of our German farmers have purchased their lands of the State in this manner and are now in prosperous circumstances. There is also quite a quantity of railroad land here that can be purchased at from two to five dollars per acre. The "Fox River Improvement Co." own a large quantity of land in this county, scattered through the several towns; these lands were selected years ago with care, regard being paid to nearness to market, &c., and they comprise some of the best lands in the county, and there will be found to be some of the best oak openings, heavy timbered and pine lands in this section of the State. The company sell these lands at prices varying from two to six dollars per acre, and give the purchaser time on part of the purchase money.

RAILROADS.

A railway is already in progress from Green Bay to the Mississippi, and will pass near the southern boundary of the county. There is also a prospect in the future of a railway along the Wolf river valley, passing through the county north and south, as it is by far the best, and in fact the only feasible route to the rich copper regions in the Ontonagon districts, by far the most valuable in the United States.