

WISCONSIN'S NEW LANDS

Description of the Timber and Farming Lands Opened to Settlers By the Wisconsin Central Railway—The Crop of Towns Springing up in the Wilderness—Information of Value to Immigrants and Capitalists.

Correspondence Wisconsin Lumberman.

GREEN BAY, WIS., June 20, 1874.

The Wisconsin Central railway is one of the grand enterprises of northern Wisconsin, which is destined to exercise a controlling influence in developing the resources of this portion of our state. With the Milwaukee & Northern railroad, (which it leased last fall), it has now two hundred and forty-eight miles of continuous line, from Milwaukee via Menasha and Stevens Point, to Malden, a point one hundred and one miles north of Stevens Point. There yet remains a link of fifty-five miles to complete the road to Bayfield on Lake Superior.

Of the 101 miles north of Stevens Point I propose to speak. I have recently passed over the road and made personal examination of the country, and notes on the character of the timber and lands that may be interesting and serviceable to those seeking homes or investments for capital in pine and farming lands.

Eleven miles from Stevens Point is

JUNCTION CITY,

where the Wisconsin Valley railroad crosses it. Knowlton, eleven miles beyond, toward Wausau is the present terminus of the Wisconsin Valley railroad, it being 73 miles from Tomah, where said road starts. A depot, engine house and two or three small dwellings constitute "Junction City."

Four miles from this place is

MILL CREEK,

containing a depot only. The country about here is flat, with moderate growth of pine and hardwood. Nothing very desirable.

Nine miles further on is

AUBURNDALE.

A block house for depot. No other building in view. The face of the surrounding country is flat; the timber red oak, basswood, elm, butternut, and pine, of fair quality, not so large as it is further up the road, but sound. Red oak of excellent quality; butternut, large and thrifty; soil good. The depot is located on section 22, township 25, range 4 east. Mill Creek is south of this station and bears some excellent pine.

Eight miles from here is

MARSHFIELD,

containing depot, log hotel, and store. The country about is more rolling; timber red oak, basswood, butternut, elm, and pine, chiefly, and of the best quality. For farm lands, this locality excels any on the line; soil rich and deep. The surrounding lands contain many settlers. The Fox River Company have many sections of land here, which they hold at prices ranging from \$8 to \$25 per acre according to location, timber, etc. The pine lands they offer at \$3 per M, stumpage.

Eight miles from Marshfield is

WALTHAM.

It has no depot building, except a log shanty. A mile beyond is a neat new two story building, intended for dwelling and hotel, no doubt, when fully completed. Country flat, with

long rolls, not unlike prairie lands. The timber is substantially the same as at Marshfield, and of equally good quality, being excellent and the soil ditto. This place is known as station 40, being 40 miles from Stevens Point, and is in the northwestern corner of township 26, range 3 east. For good pine, butternut, red oak, and basswood, this locality excels.

Six miles from this point is

UNITY.

It contains 8 or 10 dwellings, a store, Dr. Wells' office, the Unity House, by C. Duval, Spaulding & Co's mill, which is located on the Eau-Plain river. The railway company are engaged clearing off forty acres, on which to lay out a town plat. The soil is good, timber about of the same character as that at Waltham. Farming lands desirable. Many settlers in the woods around here. Abundance of pine.

Five miles beyond Unity is

COLBY,

containing thirty-five buildings, mostly in an unfinished state; four stores, on one the sign "Booth & Barry, Milwaukee Store," was conspicuous, a good sized hotel nearly completed and ready for guests. Lekey Graves, of Fond du Lac, has a saw mill one mile south of this place. There is a small shingle factory here also, doing apparently good work. Pine, basswood, elm, birch and maple are the prevailing kinds of timber, but they are not so thrifty as timber below. The soil is not quite so good, still this is fair farming land, and a fair pine region.

Mr. Thomas has a clothes pin

factory three-fourths of a mile west of Colby, running on birch timber.

Sixteen miles from Colby is

MEDFORD,

being 67 miles from Stevens Point. Semple & McDonald (Dan McDonald) have a large saw mill here on Black river, nearly ready for business. There are two hotels, large depot, a store, and a dozen or so large dwellings. There are many settlers in the surrounding country. The soil is not so good as below, but still it is fair. Considerable hemlock is found here, and I judge a thriving business is carried on at this place in the bark trade.

Beyond Medford to the end of the railway, in township 36, rang 1 east, the farming land is no better, although the pine is in some localities much larger and finer. Township 34 has perhaps the largest quantity of what lumbermen call "uppers" of any township on the line. It is very large, trees three and four feet through, and ranging in prices all the way from one dollar to two dollars per M, stumpage. One or two mills are going to be put in here in townships 33 and 34 this season.

Government lands are lying open yet to be entered as homesteads. Many persons are locating there. The woods, as one man said, are full of "homesteaders."

A grand heritage surely, which by means of this railway, is being rapidly settled up and developed.

This paper is too long already and the half is not told.

I will close with a pretty accurate list of the milling establishment which have been located, some of

them built, some now in process of construction, and the rest of them expect to build this season on or near the Wisconsin Central railroad :

Kingsbury.....on.....	Sec. 22,	T. 25,	R. 4 E.
McMullen.....on.....	17,	26,	3 "
Buckstaff & Co.....on.....	35,	26,	2 "
A Chicago man.....on.....	—,	26,	2 "
Spaulding.....on.....	1,	27,	1 "
Lekey Graves.....on.....	24,	28,	1 "
Sands.....on.....	13,	29,	1 "
Semple & McDonald.....on.....	27,	31,	1 "
Theo. Coburn.....on.....	2,	32,	1 "

The above facts I obtained from A. D. Lunt, the competent land examiner of the railway company. He is not only very obliging but is very intelligent on all matters pertaining to lands in northern Wisconsin.

W. P. LINDSLEY.

WAUSAU-ON-THE-WISCONSIN.

Marathon County and its Magnificent Resources—Its Flourishing Capital—Its Vast Lumber Interests—Prospects for the Valley of the Upper Wisconsin.

Correspondence of the Oshkosh Times.

Although forty miles of shifting sands and dreary pine forests stretch out between here and the great world below, yet this infant city away up here in the wilderness hums along with all the energy and bustle of a metropolis.

On the banks of a great river, with natural powers in abundance to satisfy the needs of thousands of water wheels; skirted on the east for three miles by great pine tracts, containing some of the best timber to be found in the state, beyond which are magnificent farming lands now rapidly being settled up by an army of frugal immigrants by the way of Shawano, twenty-five miles to the east; across the Wisconsin river, great fertile, hard wood forests stretch away to the northwest, over Marathon and into Barron and Douglas counties.

"The old Wiscons'," springing from some hidden nook 200 miles above,

in the unknown wilderness, is amply reinforced by broad rivers and creeks, that give to Marathon and Lincoln counties a perfect net-work of natural irrigators and deep log-driving streams. A wonderful fountain of wealth is this great thoroughfare; unnavigable, to be sure, save in short stages, above Portage City, perhaps the Wisconsin is all the more valuable; all the more subservient to the wealth of man; for over a hundred miles, some of the finest natural water powers in the world follow each other in quick succession, while the fierce rapids, improved by human ingenuity, are now but slight barriers to the annual log drivers; and with due precaution, even lumber cribs are with but few exceptions safely piloted over the "Bulls."

At the foot of Big Bull Falls, situated on a bend of the river, 20 miles north of Marathon county's southern line, is the seat of that county, and until the latter's organization is completed in October next, of its recent offspring, Lincoln. The only town on the Wisconsin, of any note, above Stevens Point, Wausau has almost a monopoly of first-hand pickings in that rich but partially developed region. Its saw mills are kept busy night and day in transforming the raw material, cut almost within corporation limits, into the best quality of pine lumber; together too, with a large quantity of hard wood timber, for which, however, there does not at present seem so great a demand. Packed in "cribs," of which six form a raft, they are this season of low water drifted down stream and moored in fleets, ready for the "June fresh" to elevate the water line and carry them safely over the rocks and shoals, down the Wiscons' to the great Mississippi below, where a ready sale is always met at the great lumber marts of Dubuque and Winona.

The log drive is an extensive feature of lumbering operations on the Upper Wiscons', and one in which