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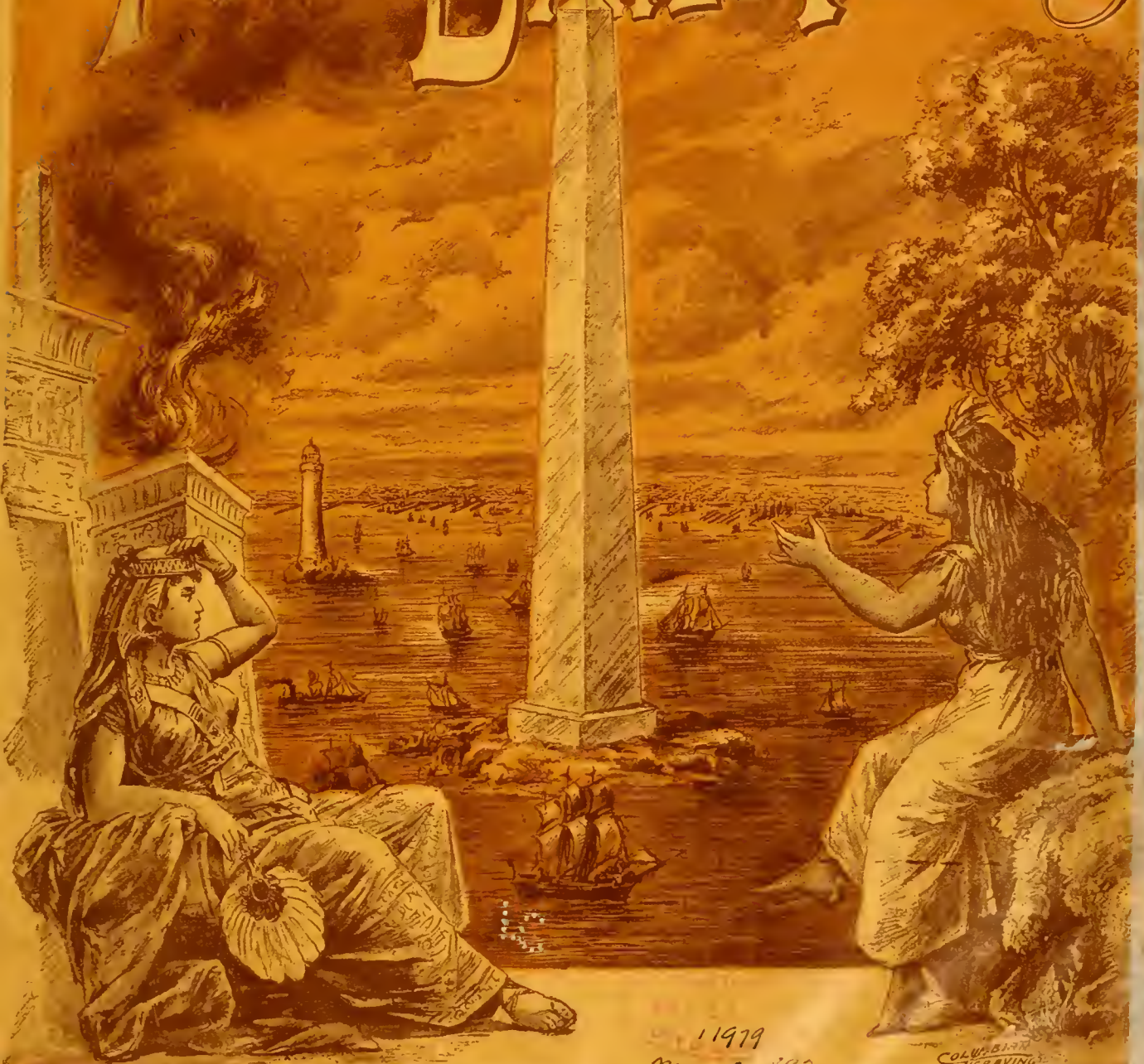
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ANNUAL EDITION
1893

ASHLAND VS. DAILY PRESS



11979
Mar. 8, 1893

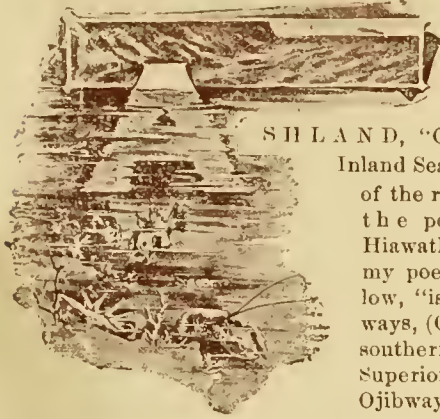
COLUMBIA
ENGRAVING
CO. CHICAGO

“THE WONDERS OF THE ANCIENTS OUTDONE.”

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THE ASHLAND DAILY PRESS.

ANNUAL EDITION, MAY, 1893.



ASHLAND, "Garland City of the Inland Seas," is in the heart of the region described by the poet Longfellow, in *Hiawatha*. "The scene of my poem," says Longfellow, "is among the Ojibways, (Chippewas), on the southern shore of Lake Superior." The native Ojibways still live on the

shores of Lake Superior, in primitive simplicity, as described by the poem, several thousand of them being under control of the La Pointe Indian agency, at Ashland. To study *Hiawatha*, one should without fail visit the scenes that inspired the immortal poem of Longfellow.

Adjidaumo, the Squirrel.

Still does Adjidaumo, the red squirrel, frisk and chatter gaily in the forest, as —

"Forth upon the Gitche Gumees,
On the shining Big-Sea-Water,
With his fishing-line of cedar,
Forth to catch the sturgeon
Nahma,
Mische-Nahma, King of Fishes,
In his birch canoe exulting
All alone went Hiawatha.

"The birch canoes stood endwise,
Like a birch log in the water,
With the squirrel, Adjidaumo,
Perched and frisking on the
summit "

The simple Chippewas still reverence the squirrel which they call "jetamo," or "a-jetamo," remembering the words of *Hiawatha*. "O my little friend, the squirrel, bravely have you toiled to help me; take the thanks of *Hiawatha*, and the name which now he gives you;

For hereafter and forever
Boys shall call you Adjidaumo,
Tail-to-air the boys shall call you."

Adjidaumo is the king of the Lake Superior forests. His home is in the tall sycamores and pines. By summer, "In his fur the breeze of morning, plays as in the prairie grass." He leaps from bough to bough. He gathers nuts for the winter, saucily gazing with bright eyes at the intruder. So much is he in the tree tops, that he is almost bird-like in his nature, and a stranger to the region has difficulty in distinguishing his voice from that of a bird. By night, his cry foretells death. Your Chippewa guide will shudder, as when paddling up some lone stream he hears the ominous night sound, and will say fearfully: "Jetamo has said it. Some one will see Pau Guk." (Death.)

All winter long, Adjidaumo sleeps in his soft bed of bal-

sam away up in the tree-top. The somber pines rock gently, like a cradle, and softly say,—"hush, hush,"—and Jetamo sleeps 'till Peboan, the winter, has gone.

Gitche Gumees, or Lake Superior.

"From the Great Lakes of the Northland,
From the land of the Ojibways,"

the scenes of *Hiawatha* are taken. A familiar knowledge of the Ashland-Lake Superior region lends new zest to a reading of *Hiawatha*.

By the shores of Gitche Gumees,
By the shining Big-Sea-Water,
Stood the wigwam of Nokomis,
Daughter of the moon Nokomis.
Dark behind it rose the forest,
Rose the black and gloomy pine trees,
Rose the fire with cones upon them;
Bright before it beat the water,
Beat the clear and sunny water,
Beat the shining Lake Superior."

True to life, is this picture of scenes for many miles about Ashland, on the shores of the great lake which Longfellow has termed Gitche Gumees, where *Hiawatha*



HIAWATHA ON THE BIG-SEA WATER.
Ashland and the Indian Prophecy.

"Ball a wigwam in the forest,
By the shining Big-Sea-Water,
In the hlythe and shining spring-
time.

Who knows, but the lodge of this mythical, and yet real and wise teacher of the Chippewas was erected where Ashland now stands?

It was from this home, that he went westward to wed Minnehaha. It was here that Chibiabos, the sweet singer, went out upon the lake to hunt the deer when evil spirits

"Drowned him in the deep abysses
Of the Lake of Gitche Gumees."

It was here that Pau-Puk-Keewis slew the sea gulls, and that Kwasind perished, and here too, as pathetically described in the "Famine," Gitche Manito failed to listen to *Hiawatha's* cry of mercy to spare Minnehaha. And here finally *Hiawatha* disappeared in the purple mists of evening. The closing lines of the poem are especially impressive.

With the richness of Lake Superior legendry interwoven in the immortal lines of Longfellow, Whittier and Whitman, America's great poetical triumvirate,—we feel that there is something more sublime than commercial supremacy. Here, breathing the atmosphere that inspired the most luxuriant thought of American literature, there is a realization of the sublime ideals of mortal existence. At Brooks farm, ideal life was studied and tested. Transcendentalism was born. It was a vanishing dream. Amid the whisperings of the northern pines and balsams, and the soft, gentle swish of the blue waves of Gitche Gumees, Ascendentalism bursts forth a new star, that marks an epoch in American progress.

Ascendentalism is the watchword of the New Northland.

ASHLAND'S RECORD

FOR 1893



"This is the city, and I am one of the citizens. Whatsoever interests the rest interests me—politics, markets, newspapers, schools. Benevolent societies, improvements, banks, tariffs, steamships, factories, stocks, stores, real estate and personal estate."



WALT WHITMAN, the good gray poet, struck the key-note of Americanism when he penned these lines, after a visit to Ashland and other thriving cities on Lake Superior, a few years before his death. His words are a fitting preface for a work like the DAILY PRESS "World's Fair Annual."

We feel like Rasselas in the "Happy Valley of Abyssinia." It is the best town on earth. It was T. Corrin who proved that his home was the center of the center of the universe by showing "how nicely the sky fits all around."

Ashland is, to speak poetically, bounded on the north by Aurora Borealis, on the south by the Equinox, on the east by the rising sun and on the west by eternal salvation. This may be a trifle extravagant, but it is an index to the fervent patriotism that pervades the inhabitants of the New North—not only Ashland, but all of the many prosperous cities throughout Northern Wisconsin, including Washburn, Iron River, Hayward, Bayfield, Brnle and Butter-

nut. These towns all have the full tone of success, and they are the homes of happy, prosperous and energetic people.

The Record of a Year.

WHILE 1892 was unequalled throughout the United States in point of general prosperity, it seems from a careful examination of the figures presented in this issue, that Ashland had something more than its share of the tidal wave. Building and general improvements aggregated nearly two millions. The electric street car lines were built; ore shipments increased nearly a million tons. Lumber shipments showed nearly twenty millions of an increase. Lake tonnage figures are simply beyond comprehension showing an increase of over 2,000 arrivals and clearances over 1891—a total of sixty per cent. of the entire commerce of Lake Superior; numerous new manufacturing institutions have located here. A flourishing academy is already located and a state normal school is next on the list.

The general volume of business was very largely increased. Altogether 1892 marks an important epoch in the history



JOE M. CHAPPLE,
Editor and Prop. DAILY PRESS.



GUY M. BURNHAM,
City Editor DAILY PRESS.



WILL H. CHAPPLE,
Business Manager DAILY PRESS.



W. L. McARTHUR,
Cashier DAILY PRESS.

It often happens that we never appreciate the value of our own advantages, our own greatness as a city, until the balance is struck, and the figures added. The Columbian year will be a memorable one for Ashland. Its ascendancy in commerce is assured.

Retrospective and prospective! Past and future! There is a fascination about it, that rivets attention even in these busy days.

The specific object of the DAILY PRESS annual edition is a statistical, industrial and historical review of the progress made each year. The records of the past, and the promises of the future are the beacon lights that encircle the ambitious American cities in their rapid growth.

The PRESS believes in Ashland and the Lake Superior country.

of Ashland and the New Wisconsin.

Prospective Record 1892.

NEARLY all the two hundred pages in this volume are devoted entirely to accomplished facts. The statistics and figures represent what was done in 1892. The record for 1893 promises even to excel this marvelous showing of '92. Three new railroad systems will build to Chequamegon bay during the next twelve months. Hundreds of new manufacturing institutions will locate on Chequamegon bay in the next year. The year will also see the location of several large flouring mills and elevators on Chequamegon bay. As trade seeks its natural channels, the northwest grain trade must come to this harbor.



THE DAILY PRESS OFFICE,—FIFIELD BLOCK.

Chances for Investment.

The New Electric Street Railway.

IN summarizing the marvelous record of improvements made in Ashland during the year 1892, we must make special mention of the new electric street railway, under the energetic management of Dr. G. W. Harrison. It was largely through his efforts that the new line was secured. He worked at it unceasingly for several years past. The Lighting Company and Street Railway Company were consolidated during the past year under Mr. Harrison's management and he has succeeded in putting a losing business on a paying basis. More than that, he made a special study of details, and the plant is acknowledged to be one of the most thoroughly equipped in the state. It

CANDIDLY there is no city in the United States that is riper for investment in manufacturing enterprises than Ashland. Correspondents frequently ask, "What business can be

- A boot and shoe factory.
- A wire nail factory.
- A structural steel works.
- Any factory in iron or wood work.

Outside of manufacturing there are hundreds of profitable business chances for capitalists and active business men. The city has a fund of \$100,000 to aid commerce and manufactures. It is the right place for manufacturing interests.

made to pay in the line of manufactories in Ashland? In answer the PRESS would say:

- A car factory.
- A large tannery.
- A furniture factory.
- A barrel factory.
- A pail and tub factory.
- A car wheel foundry.
- An extensive wagon factory.
- An extensive novelty iron works.
- A shipyard and dry dock.
- A large shingle mill.
- A picture frame factory.
- A cracker factory.
- A wholesale candy factory.
- An aluminum factory.
- A file factory.



has everything right up to date, and the citizens of Ashland owe much to the enterprise of the gentlemen who comprise this company, and especially to Dr. Harrison for untiring efforts to give the city the very best street car service possible. Cars now run over every portion of the line with intervals of less than six minutes. The speed and service throughout is equal to that of any in the United States, and Dr. Harrison takes just pride in having it so. The line will be extended ten miles this summer.




Old Mission and Cong. Church, Madeline Island, Built 1837.

Headquarters of John Jacob Astor, Madeline Island, 1832.



 The Chamber of Commerce.





NE of the leading public institutions of Ashland is its Chamber of Commerce. Such an institution is necessary in any city of enterprise. A body of business men with the sole object of promoting the business interests of their city can do more for the public welfare than all other civic institutions combined.

The Ashland Chamber of Commerce was organized in 1883, with about seventy-five members and the following officers: Sam S. Fifield, President; W. R. Durfee, vice-president, S. S. Vaughn, treasurer, and Angus Mackinnon, secretary. The association has handsome rooms in the First National Bank building. It holds meetings per call of the president, and is foremost in securing new enterprises for the city and in disseminating information to would-be investors from other states. The present officers of this body are: Emil Garnich, president; C. F. Latimer, vice-president; George H. Hopper, treasurer; John H. Burch, secretary. The Ashland Chamber of Commerce was represented at the meeting of the National Board of Trade at Washington last winter. Col. John H. Knight, one of the most active members of the Ashland body, being its representative.

The following tables show that Ashland has made substantial growth during the last year.

COMPARATIVE LAKE EXPORTS.	
Iron ore 1892.....	2,227,407
Iron ore 1891.....	1,253,493
Increase 1892.....	97,3194
Lumber shipments 1892.....	285,000,000
Lumber shipments 1891.....	269,000,000
Increase 1892.....	16,000,000
Brownstone shipments 1892.....	1,320,000
Brownstone shipments 1891.....	938,420
Increase 1892.....	381,580

This includes shipments by rail as well as by water.

RAILROAD BUSINESS.	
Grand Total 1892.....	\$1,101,371,170 lbs.
Grand Total 1891.....	5,996,954,591 lbs.
Increase 1892.....	2,110,317,579 lbs.

REAL ESTATE TRANSFERS.	
Amount of business 1892.....	\$4,500,000
Amount of business 1891.....	3,500,000
Increase 1892.....	\$1,000,000

BUILDING IMPROVEMENTS.	
Grand total 1892.....	\$1,984,000
Grand total 1891.....	1,378,300
Increase 1892.....	\$605,700

GRAIN.	
Shipments 1892.....	BUSHELS 8,910,000
Shipments 1891.....	2,521,817
Increase 1892.....	6,410,183

Summary of Accomplishments.
Ashland is the shipping port of the Gogebic Iron Range. It shipped 2,227,407 tons of ore in 1893.

It is the shipping port of the Ashland lumber district, which cut 505,000,000 feet of logs during the winter of 1892-3, and employed 10,000 men in the work.

Ashland is the center of the brownstone industry, shipping 460,000 tons of brownstone in 1892. This stone is found nowhere else in the world and is the most beautiful and valuable building stone known.

Ashland has eight good sawmills running day and night, summer and winter, employing over 2,000 men, with a



COL. J. H. KNIGHT, Vice Pres Nat'l Board of Trade.



GOV. SAM S. FIFIELD.
First President Business Mens Ass'n.

yearly cut of 285,000,000 feet. The quality of this lumber is unexcelled.

Ashland is the largest shipping port on Lake Superior, as the following official figures from the U. S. census report of 1890 show:

Shipments	
Ashland	1,750,884 tons
Milwaukee, Duluth and Superior.....	1,086,045 tons
Ashland over all three.....	673,899 tons

Vessels	
Ashland.....	4,489
Duluth and Superior.....	3,974
Ashland over both.....	515

That is, Ashland has nearly twice as much tonnage as all three of these ports.

Ashland has seven miles of double-track electric street railway in operation.

It has four miles of cedar block paving and several miles more will be put in this summer.

Its arrivals and departures of vessels for 1892 aggregate 7,104.

LOG CUT OF THE ASHLAND DISTRICT.	
1892.....	605,250,000
1891.....	433,500,000
Increase 1892.....	171,750,000

SOME GENERAL STATISTICS.	
Pieces of mail handled in post office.....	1,698,108
Messages at Western Union office.....	272,407
[Average increase in business, 18 per cent.]	

Our Industrial Army.		
	NO. MEN.	WAGES. PER NO.
Lumber mills, factories.....	3,200	\$160,000
Iron works and railroads..	1,472	88,320
Brownstone.....	1,120	56,000
Docks.....	1,410	112,800
Grand total 1892.....	7,202	417,120
Grand total 1891.....	5,089	300,319
Increase, 1892.....	2,112	116,781

Ashland's Wholesale Trade.		TONS.
Exports by lake in 1892.....		3,942,120
Exports by lake in 1891.....		3,456,465
Increase in 1892.....		485,755
Imports by lake in 1892.....		675,420
Imports by lake in 1861.....		560,380
Increase in 1892.....		114,040

VALUE OF COMMERCE.	
1892.....	\$35,572,876
1891.....	31,748,000
Increase in 1892.....	\$3,824,876

VALUE OF WHOLESALE TRADE.	
1892.....	\$9,599,122
1891.....	\$4,876,600
Increase in 1892.....	\$4,722,522



YARDS OF PENOKEE LUMBER COMPANY—MORSE, WIS.



JNO. M'CANN,
Ald. 1st ward.



HON. L. C. WILMARTH,
Supervisor, 2d ward



F. F. HUBBELL,
Ald. 3rd ward



J. R. HARMON,
Ald. 5th ward.



J. P. MURPHY,
Ald. 6th ward.



HON. W. W. O'KEEFE, MAYOR.



HON. W. R. DURFEE, EX MAYOR.



SERGEANT JOE KENNEDY.



GUS SCHWARTZ,
Chief of Police.



JAS. PHILLIPS,
City Treasurer.



M. SCHWEISTH L,
Ald. Third Ward.



J. B. FITCH,
Ex-City Clerk.



P. DORMADY,
Ex-Chief of Police.



ANGUS KENNEDY.



JOHN NECHTOES



G. KUNTZ.



WM. WALSH.



JAS. KEEHAN,

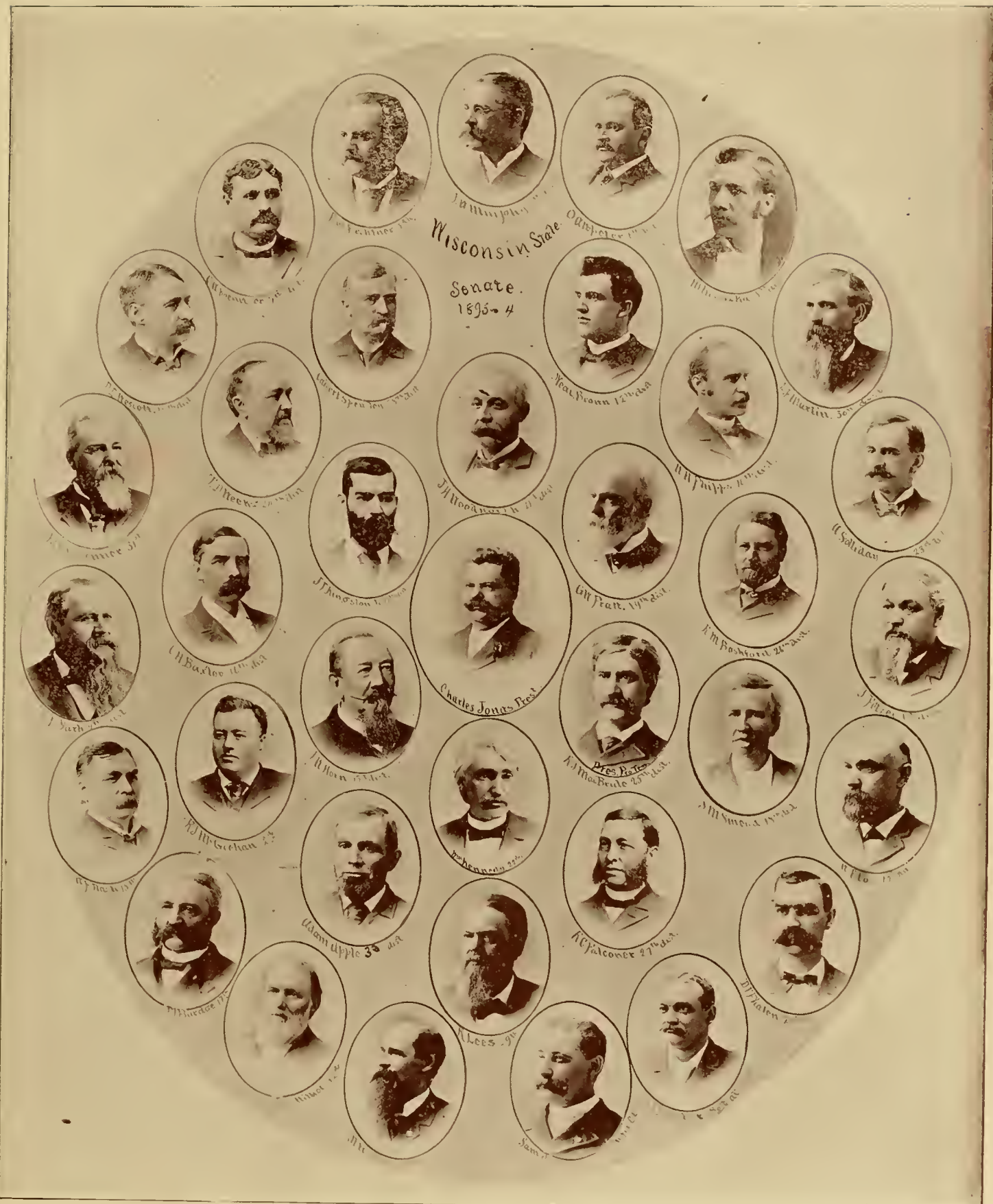
Ashland City Officers and Policemen



Thos. Thompson, Railroad Commissioner.
O. E. Wells, State Superintendent.
W. M. Root, Insurance Commissioner.

T. J. Cunningham, Secretary of State.
GOVERNOR GEO. W. PECK.
The Capitol, Madison, Wis.

John Hunner, State Treasurer.
Jas. L. O'Connor, Attorney-General.
Charles Jonas, Lieut.-Governor.



Wisconsin State

Senate
1893-4

Wisconsin's World's Fair Legislature, 1893-94. Members of the Senate.



ASHLAND, WIS.—LOOKING EAST FROM KNIGHT BLOCK.



ASHLAND, WIS.—LOOKING WEST FROM KNIGHT BLOCK.



INTERIOR NOVELTY IRON WORKS, D. J. SEYLER, PROP.



POOL'S WHOLESALE AND RETAIL DRY GOODS STORE.



POOL'S—DRESS GOODS DEPARTMENT.



POOL'S—RIBBON AND LACE DEPARTMENT



POOL'S—CLOAK AND WRAP DEPARTMENT.



POOL'S—CARPET AND RUG DEPARTMENT.



W. B. REA.
Real Estate, Ashland.



D. A. KENNEDY,
Lumberman, Ashland.



FRANK LORE,
Pioneer Iron River.



N. WILMET,
Photographer.



W. E. M'CORD,
Pres. Bank of Iron River.



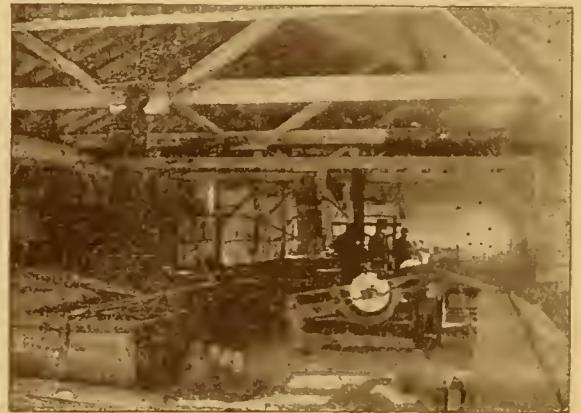
LEA & INGRAM CO'S SAW MILL, IRON RIVER, WIS.



INTERIOR LEA & INGRAM CO'S SAW MILL



EXTERIOR BOHN MANUFACTURING CO., IRON RIVER, WIS.



INTERIOR BOHN MANUFACTURING CO, IRON RIVER, WIS.



STITT & CARTER'S RAILWAY ROLLWAY.



SAW MILL OF D. A. KENNEDY, ASHLAND, WIS.



CAPT. W. W. LEA,
M'gr. Lea & Ingram Lum. Co.



J. G. INGRAM,
Pres. L. & I. Lum. Co.



D. S. CLARK,
Sec. and Treas. L. & I. Lum Co.



K. G. STAPLES,
Lumberman.



J. A. PETTINGILL,
Founder of Iron River.



D. DARWIN,
Real Estnte.



BYRON RIPLEY,
Editor Iron River Times.



JUDGE W. S. CARR,
Real Estate and Insurance.



T. F. MACKMILLER,
Meat Market.



D. MACDONELL,
M'gr Iron River Mer. Co.



E. H. HUNTER,
Clothing.



R. STECKBAUER,
Clothing



ALEX. LINDBURG,
Merchant Tailor.



J. H. DRUMMOND,
M'gr Drummond's Addition.



FRED V. DITMAR,
Sharpe's Hardware.



DR. O. W. MERRILL,



DR. F. C. WOOD,



M. HYERDALE,
Druggist.



N. W. BARKER,
Lumberman.



BIGE BUCHANAN
Barber.

A Group of Well Known Iron River, Wis., Business Men.



HOTEL THOMAS, IRON RIVER, WIS.



MEAT MARKET OF T. F. MACKMILLER.



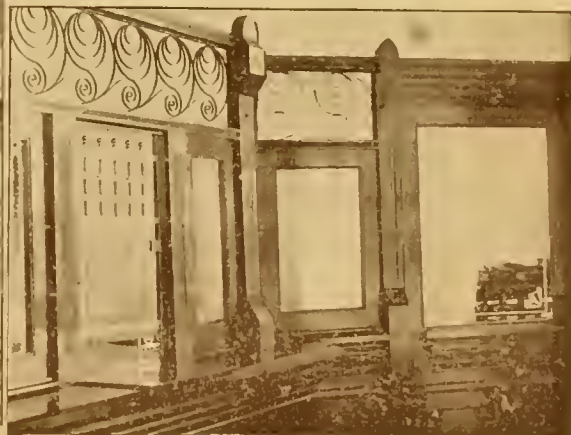
POWER HOUSE, IRON RIVER LIGHTING AND WATER CO.



SEYMOUR HOTEL.



INTERIOR HESSE & HATTON'S—GENERAL MERCHANDISE.



INTERIOR BANK OF IRON RIVER,

Views Taken at Iron River, Wis., Since the Fire.



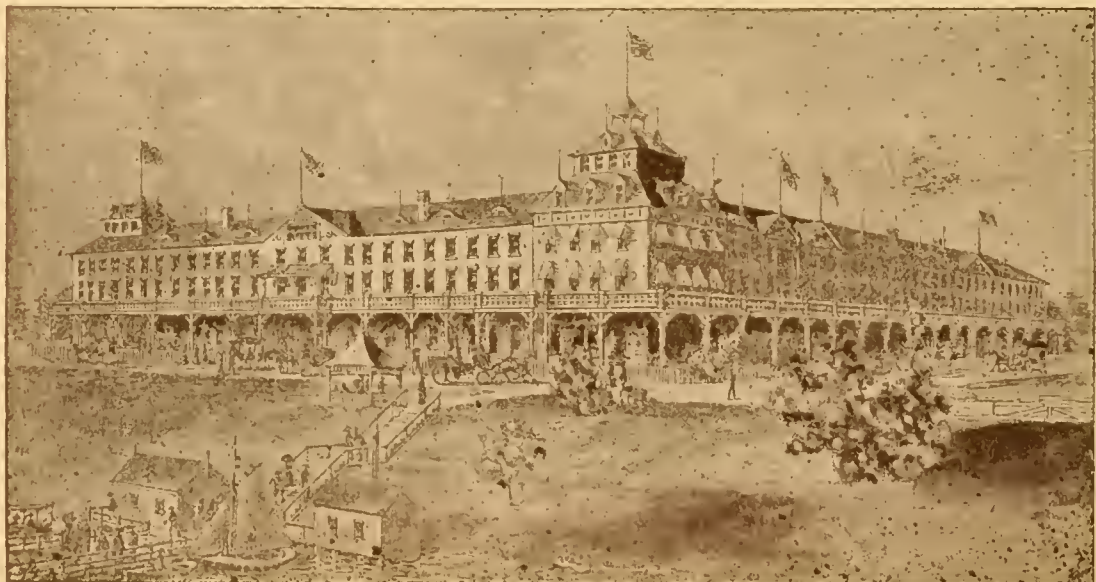
GEO. H. HOPPER,
Proprietor.



OFFICE, HOTEL CHEQUAMEGON.



GRAND PARLOR, HOTEL CHEQUAMEGON



HOTEL CHEQUAMEGON SHOWING THE BAY FRONT.

Ashland's Famous Summer Resort Hotel--The Chequamegon.



REV. F. H. WRIGITT,
First Methodist.



REV. H. RESTIN,
German Lutheran



REV. F. W. WHITE,
St. Andrew's-Episcopal.



REV. FATHER FABIAN,
St. Agnes Catholic.



REV. C. H. JOHNSON,
Norwegian Danish M. E.



Y. M. C. A. RECEPTION ROOM.



REV. J. B. PRUITT,
First Baptist



REV. E. P. WHEELER,
Cong. & Pres. N. W. Academy.



REV. J. J. STEUMPPIG,
German Evangelical.



REV. S. W. INGHAM,
First M. E. Washburn.



REV. H. YDERSTAD,
Norwegian Lutheran.



REV. SAMUEL BROWN,
First Presbyterian.



REV. THOS. DOUGAN,
Bethel Presbyterian.



REV. J. D. NELSENIUS,
Swedish Lutheran.



REV. W. G. BANCROFT.



INTERIOR REAL ESTATE OFFICE, BURCH & M'DERMOTT.



SAW MILL, I. P. NEWTON.



INTERIOR WHOLESALE LIQUOR HOUSE, N. C. ROONEY.



INTERIOR SAW MILL, D. W. MOWATT.



E. GARNICH HARDWARE ESTABLISHMENT



CLOTHING STORE. HUNTER & STECKBAUER, IRON RIVER, WIS.



RESIDENCE OF J. F. SCOTT.



RESIDENCE OF GEO. P. ROSSMAN.



RESIDENCE OF THOMAS BARDON.



RESIDENCE OF T. F. MACKMILLER.



RESIDENCE OF J. SCOTT ELLIS.



RESIDENCE OF W. R. SUTHERLAND.

Ashland and its Churches.

In ancient Athens the word church designated a meeting place of those having high political power—including juridical functions. It even was a reflection of great intellectual centers. So it will be observed that no great city has ever existed without great cathedrals as places of public worship. In these realms of sacred worship have been kept aflame the great Democratic spirit which has crystalized into American Republicanism.

Without churches a city is lost to itself and the world. Closely associated with the intensely romantic history of early mission struggles, the city of Ashland has kept pace with its churches of which we present views on two or three different pages of this edition.

The first rush in the growth of Ashland did not include the building of many new churches, but now that the city has passed the critical period and is forging forward into metropolitan proportions, attention has been directed toward building new churches.

Many handsome new churches have been built in 1892. The St. Agnes Catholic Church is of solid brownstone and was commenced in 1887. The new Presbyterian church, also of brownstone, will likely be commenced the present year. The following is a brief sketch of the different churches in the city.

ST. ANDREW'S EPISCOPAL CHURCH.

One of the first missionaries to hold regular services, was the Rev. H. B. St. George, now canon of the cathedral at Milwaukee. In August, 1886, the Rev.

Joseph Moran, Jr. was appointed missionary. He held his first service in the Business Men's Association rooms, and afterwards continued services in the court house until November 28, 1886. He was succeeded by the Rev. H. H. Barber. The present incumbent, the Rev. F. W. White took charge Nov. 30, 1890. The Rector has the assistance of Mr. A. W. Collins, organist and choir master.

FIRST METHODIST CHURCH.

The First Methodist Episcopal church was organized September 30th, 1872, by Rev. W. D. Bennett, of the Minnesota Conference, with fourteen members, Rev. W. G. Bancroft was the first resident pastor—in fact, the first resident

has 300 sittings. J. B. Pruitt, pastor.

FIRST PRESBYTERIAN CHURCH.

This church was organized July 20th, with eighteen members. Another year will probably see a fine new church erected in Ashland. They have a membership of 200; Rev. Samuel Brown is pastor.

FIRST CONGREGATIONAL CHURCH.

The first Congregational church was organized Sept. 1, 1887, with fourteen members. Their church building was completed in 1889, and is valued at \$6,000, with a seating capacity of 300. Rev. E. P. Wheeler is the present pastor.

GERMAN EVANGELICAL ASSOCIATION.

This society was organized in 1890, with ten members. They have a neat



FIRST BAPTIST CHURCH.

pastor of any denomination—and held that relation from October, 1872, to 1875.

In 1883, the Methodist society built where their present church now stands. It is thought that this society will be able to build a more commodious edifice this year. The membership is 150, and the average congregation 200. Rev. F. H. Wright is pastor.

NORWEGIAN-DANISH M. E. CHURCH.

The society was organized in 1886, and their building was erected the same year. They have a membership of thirty-five and an average congregation of seventy-five. Rev. C. H. Johnson is the pastor.

FIRST BAPTIST CHURCH.

This society was organized Nov. 15th, 1884, with six members. In 1887, their first church edifice was built. In 1889, this building was moved, remodeled and enlarged and is now one of the most beautiful houses of worship in the city; it is valued at \$7,500, and

church building, and a parsonage, both of which were built in 1890, and are valued at \$3,000. The seating capacity of the church is 140. Rev. Stumpfe is pastor.

GERMAN EVANGELICAL LUTHERAN ZION.

Rev. O. H. Restin, who has been pastor since 1889, is also, inspector of missions in the northwestern part of the state.

THE SWEDISH LUTHERAN CHURCH.

Rev. J. D. Nelsenius, pastor, was organized in 1885, and a church building was erected. The new church is built on a stone foundation with sufficient elevation for a well lighted basement. NIDAROS NORWEGIAN-DANISH LUTHERAN CHURCH.

This society was organized in May, 1887, with thirty members. Their church, valued at \$4,500, was built in 1888, and has a seating capacity of 300. SALEM SWEDISH BAPTIST

This society was organized in 1888, and a church building was soon after erected. A new church edifice was started last year and is fast nearing completion. This new church will have a seating capacity of 500. The new church home is worth \$8,000. Rev. Gustaf Lundquist is pastor.

BETHEL PRESBYTERIAN CHURCH

Was dedicated Dec. 18, 1892, and is one of the neatest little church edifices in the city. Rev. Thos. Dougan is pastor, and the organization has a large and increasing membership and property worth nearly \$4,000.



FIRST PRESBYTERIAN CHURCH.



ST. AGNES CATHOLIC CHURCH.



BETHEL PRESBYTERIAN CHURCH.



FIRST CONGREGATIONAL CHURCH



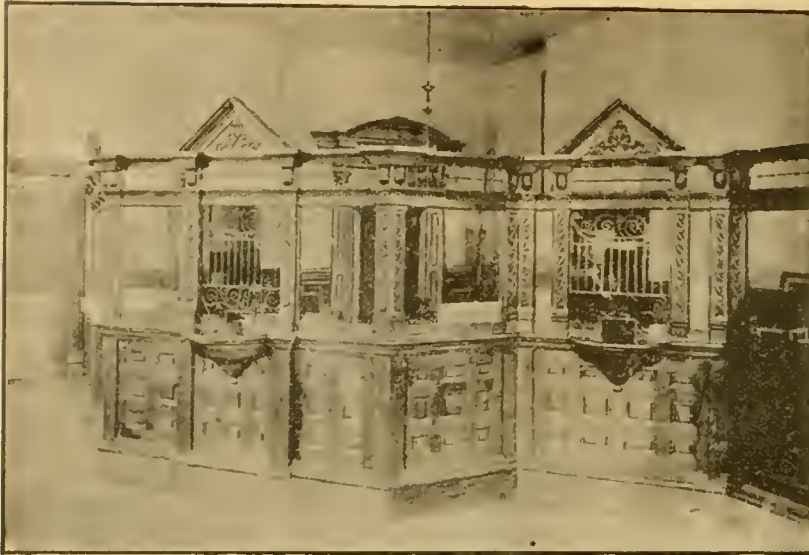
ST. ANDREWS EPISCOPAL CHURCH



SWEDISH LUTHERAN CHURCH.



PROPOSED M. E. CHURCH.



INTERIOR OF SECURITY BANK.



ASHLAND NATIONAL BANK



FIRST NATIONAL BANK.



INTERIOR FIRST NATIONAL BANK.



SECURITY SAVINGS BANK.

Ashland and its Postal Service.

THROUGH the kindness of Governor Fifield, we herewith publish an exhibit of the business transacted at the Ashland postoffice during the year 1892. It shows a gratifying increase of more than twelve per cent. over the business of 1891, with the exception of foreign money order business, thus proving that our city is making satisfactory progress in its social and business growth. The administration of Mr. Fifield and his efficient corps of clerks and carriers has given our citizens an excellent postal service, eminently satisfactory to the public.

TABLES.

On this page we present in a group the postmaster and his assistants from a photograph by Bailey, Ashland's famous artist.

FREE DELIVERY DIVISION	
Registered letters delivered	1,837
Letters Delivered	546,665
Postal Cards delivered	69,669
Newspapers and misc delivered	386,170
Total, 1892	1,001,341
Total, 1891	974,169
Increase 1892	27,172
MATTER COLLECTED BY CARRIERS	
City letters collected, pieces	98,134
Mail " " "	48,043
City cards " " "	51,620
Mail " " "	54,323
3rd and 4th class matter collected pieces	12,740
Total, 1892	696,763
Total, 1891	517,726
Increase, 1892	79,037
SPECIAL DELIVERY DIVISION	
Number letters mailed	605
" " delivered	749
Total 1892	1,354
Total 1891	1,284
Increase, 1892	70

No. lock pouches and sacks	43,706
Grand Total, 1892	1,851,460
Grand Total, 1891	1,587,448
Increase 1892	267,012
MONEY ORDER DEPARTMENT.	
Number of domestic orders issued	3,581
" of international orders issued	307
" of postal notes issued	1,697
Total number issued in 1892	5,585
Total number issued in 1891	5,486
Increase in number, 1892	99
Am't received for domestic orders issued	\$36,474.93
Am't rec'd for international orders issued	5,721.45
Am't received for postal notes issued	3,065.10
Fees received for same	417.12
Total for money orders issued 1892	\$45,678.60
Total for money orders issued, 1891	48,887.04
Decrease in business, 1892	\$ 3,208.44
Number of domestic orders paid	1,364
Number of international orders paid	79
Number of Postal notes paid	628
Total number orders and notes paid	2,071
Am't paid on domestic orders	\$19,461.38
Am't paid on international orders	903.46
Am't paid on Postal notes	2,706.16
Total am't paid on orders 1892	\$23,071.00
Amount paid on orders, 1891	27,205.52
Decrease, 1892	\$ 4,134.52



POSTMASTER FIFIELD AND HIS CORPS OF ASSISTANTS.

OFFICE HOURS.	
General Delivery: Open from 7:30 a. m. to 3 p. m.	
Office lobby open for convenience of box holders from 7 a. m. to 9 p. m.	
Money Order Division, from 8 a. m. to 5:30 p. m.	
Sunday General Delivery, from 11:30 a. m. to 12:30 p. m.	
COMPARATIVE STATEMENT OF BUSINESS TRANSACTED AT ASHLAND POST-OFFICE, 1892.	
POSTER:	
Sam S. Fifield, Postmaster; Francis R. Stradling Chief Clerk and Cashier; Fred M. Watters, Mailing Clerk and Superintendent of Carriers; Miss Elizabeth Bickler, General Delivery Clerk.	
LETTER CARRIERS	
E. D. Rodgers, Jr., H. Van Armon, Oscar Bergsgren, Eli Compo, Martin Kennedy, Horace Grimes; Substitute carrier, Alexander Zipperer.	
POSTAGE STAMP AND ENVELOPE SALES.	
Am't received, sale of stamps, 1892	\$ 16,375 18
Am't received, sales, 1891	15,143 39
Increase, 1892	\$ 1,231 88

GENERAL DELIVERY BOXES	
Registered letters	707
Letters	54,791
Postal cards	9,846
Newspapers and packages	43,495
Total, 1892	108,752
Total, 1891	103,233
Increase, 1892	5,519
POUCHES AND TIE SACKS RECEIVED AND DISPATCHED.	
Number lock pouches received	10,959
" " " dispatched	10,990
" " snaks papers and p'kgs rec'd	12,296
" " " disp.	9,540
Total, 1892	43,706
Total, 1891	41,810
Increase, 1892	1,896
GENERAL SUMMARY	
No pieces handled by carriers	1,698,104
" " " by general delivery	108,752
" " " in registry division	2,511
" " " in special delivery	1,354

Am't received for money orders	\$ 45,678.60
Am't paid on money orders	23,071.00
Total money order business	68,749.60
Total money order business 1891	76,092.56
Decrease	\$ 7,342.96
REGISTRY	
No. of letters and parcels registered	2,471
No. of Reg. letters and parcels delivered	2,544
Total	5,015
Registered and Delivered 1891	4,828
Increase, 1892	187
Registers handled in transit	2,761
Total Registers handled	7,776
NOTE. —The decrease in money order business is wholly in the foreign order department. The domestic order sales show an increase over the transactions of 1891.	

The Great Prentice Monolith.

IN THE coming months, when strangers from all quarters of the globe pass into Jackson Park, almost the first thing to attract their attention will be the mammoth brownstone monolith. Its gigantic form will cast its shadow across the towering elms close by, and stand out a silent sentry bidding defiance to the onward march of time. The huge form of this great rock was broken from its bed at the



FREDERICK PRENTICE.

quarries of the Prentice Brownstone company, at Houghton Point, Nov. 18, 1892. It was carved out of a solid bed of brownstone, as it lay there like a slumbering giant, that beautiful autumn afternoon.

A hundred wedges were placed and a hundred sledges struck, blow upon blow, scarcely a perceptible force, yet it soon broke loose from the solid ledge.

A large party of Ashlanders and some from Bayfield witnessed the last act in quarrying the monolith on the morning of Nov. 18, upon invitation of Mr. Prentice.

The steamer Plowboy took the party over and at precisely 11:15 the first blow was struck, under orders given by Mr. Prentice, who stood upon the rock. The iron wedges were placed about ten inches apart on both sides of the stone, which had been cut loose from the walls. Then the men with sledges gave blows on each wedge as they marched along. It was like a volley of musketry at first, and then the hammers began to come down together, like the click of a great engine. About four rounds on each side loosened the great rock and the work was pronounced completed.

Dr. Ellis was called upon and he mounted the stone and delivered an eloquent address.

Dr. Ellis said:

"Ladies and Gentlemen—I will not detain you long with the cold winds blowing the way they are, but it is appropriate that on such occasions we give expression to our feelings and sentiments. We come here to see this mighty stone broken from its bed where it has lain a million, aye, millions of years.

"It is the largest single stone ever quarried and is an event in modern quarrying without a precedent. History tells us that 2,000 or 3,000 years ago, the Egyptians quarried out of solid rock some famous obelisks. It was shortly before the christian era, in the palmy days of the Roman empire, when Cleopatra, the bewitching but bad queen, had enticed Marc Antony from his wife and family, had two great obelisks quarried in honor of her beauty. They were called Cleopatra's needle's, but I am not sure she sewed with them. [Laughter]. These obelisks were seventy-five feet in height, while this one upon which we stand is forty-five feet longer than those so famed in history.

"This monolith stands a monument to the perseverance and the energy of Mr. Frederick Prentice. God bless him. [Here the workmen of the quarries, who had assembled from their work, gave three rousing cheers for Mr. Prentice. It was a cheer to the echo.]

Dr. Ellis continued: "Of these great monoliths, one now stands on the banks of the Thames; another is in New York; another is at Rome; the latter is over 105 feet in height, the largest ever quarried except the one we now behold. It remained for this new country and Mr. Prentice to surpass and eclipse all former attempts, and it marks an event of which we are all proud.

"It is natural to desire to perpetuate his memory. There is a natural human craving for immortality, and this monolith stands a monument that not only brings back memories of this noble and energetic projector, Mr. Prentice, but the famous country and shores from whence it came.

"These ancient obelisks were quarried by monarchs—by slave labor. How different the aspect today. Here we have the product of well paid American labor—free and independent, which can come and go at no man's bidding. It was not this way in the old times in Egypt.

"Mr. Prentice conceived the idea some five or six years ago of planting a monument on Houghton Point. Later he changed his plan to have the monolith at Chicago during the World's Fair, when the whole world was assembled to learn of the world. He has accomplished it and gives to the state of Wisconsin this great stone.

"I desire to say that it is not one man in a million who would have conceived and had the courage to carry out this undertaking as Mr. Prentice has done it. Workmen, you will be proud of this day's work when you see this great rock raised on its pedestal 115 feet high in Chicago. It will be a monument to you.



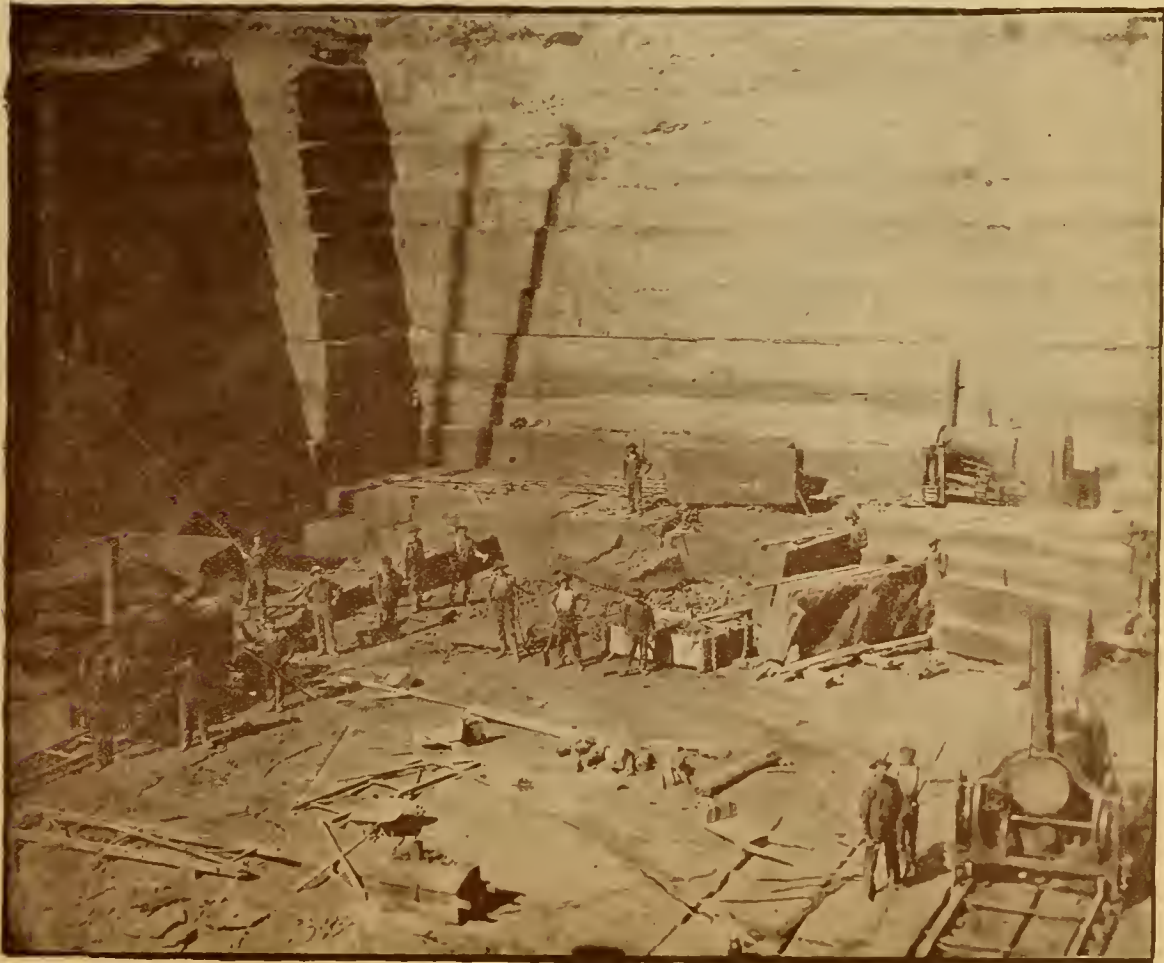
Every one of your children can say, 'my father had a hand in this work. He struck the wedge which liberated it from its place where it has been for centuries past.' Your descendants and we may all be proud of this day, Nov. 18, 1892. Without you or men like you, this work could never have been accomplished.

"Mr. Prentice is already at work on four more monoliths twenty-five feet in height, to go with this monster. As we look around and see our Lake Superior brownstone in our public buildings and handsome residences and fine business blocks everywhere, we are all proud to have had a part in this day's exercises. This day has been a red-letter day in the history of Lake Superior."

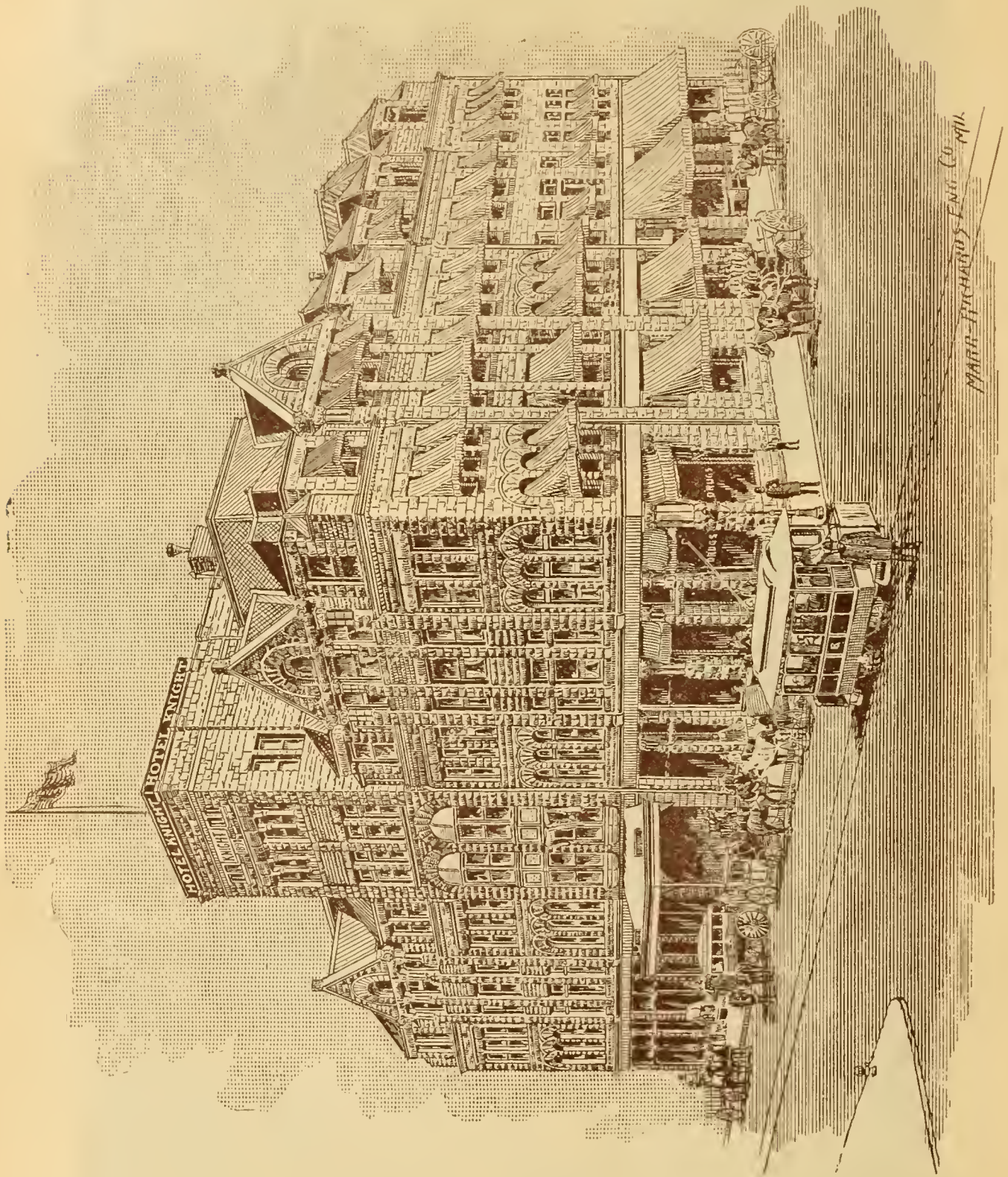
There were a large number of ladies present, and they all walked to the "top of the obelisk." Mr. S. W. Bailey took a number of handsome views as the men took their positions to begin the work. Mr. Deming and Mr. Powell, photographers, were also there. The party was taken by Mr. Bailey in a large group, as they stood at the bottom of the great open quarry pit about the obelisk, twenty feet below the surface of the ground. It made a pretty scene and one that will long be remembered by those who witnessed it.



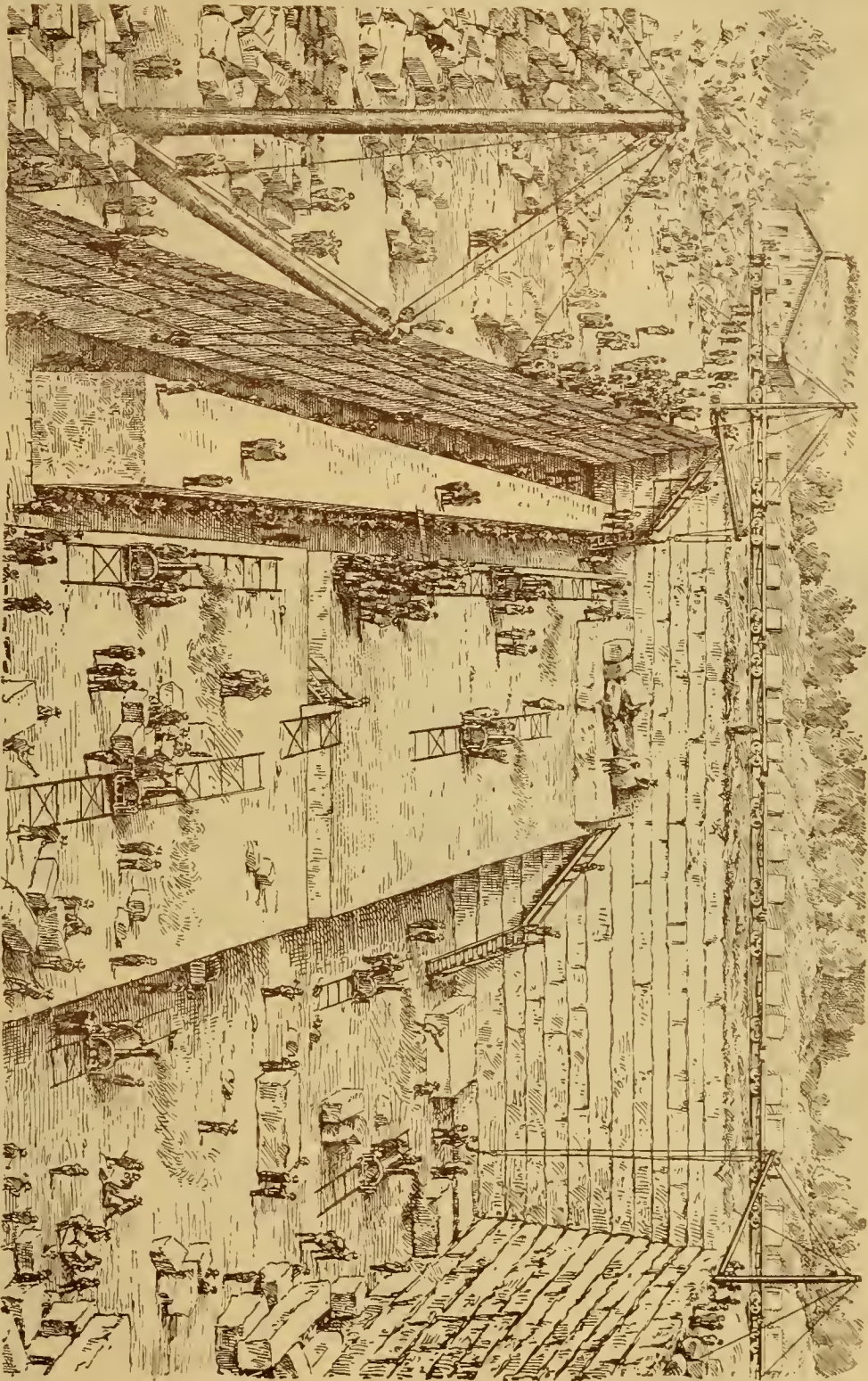
STOCK PILE OF BROWNSTONE AT PRENTICE QUARRIES.



PIT WHERE THE MONOLITH WAS TAKEN OUT—PRENTICE QUARRIES.



A GLIMPSE OF THE KNIGHT BLOCK.



A VIEW REPRESENTING A SECTION OF THE HENRICE BROWN STONE QUARRY AT HOUGHTON, WISCONSIN, SHOWING THE GREAT MONOLITH BEING BROKEN FROM ITS BED THE 18TH OF NOVEMBER, 1892. LENGTH ONE HUNDRED AND FIFTEEN FEET, TEN FEET AT BASE, FOUR FEET AT TOP, AND IS THE LONGEST MONOLITH EVER QUARRIED BY OVER NINE FEET, BEING FORTY-SIX FEET LONGER THAN CLEOPATRA'S NEEDLE, ERECTED BY VANDERBILT IN CENTRAL PARK, NEW YORK CITY.

Main Office, Ashland, Wisconsin.



PRENTICE BROWNSTONE QUARRIES, HOUGHTON, BAYFIELD COUNTY, WIS.



QUARRY NO. 2, PRENTICE BROWNSTONE COMPANY.

The Beautiful Apostle Islands.

FIRST among the summer resorts of America are the Apostle Islands, twenty-four in number, embracing 314 square miles of land and water, measured from the outermost points of the islands. The land area is about seventy-seven square miles. As a whole, the group trends in a northeasterly direction. They were probably at one time a continuation of the Bayfield peninsula.

Sand Island is the most westerly, and is a famous resort for summer camping parties. For years past it has been used

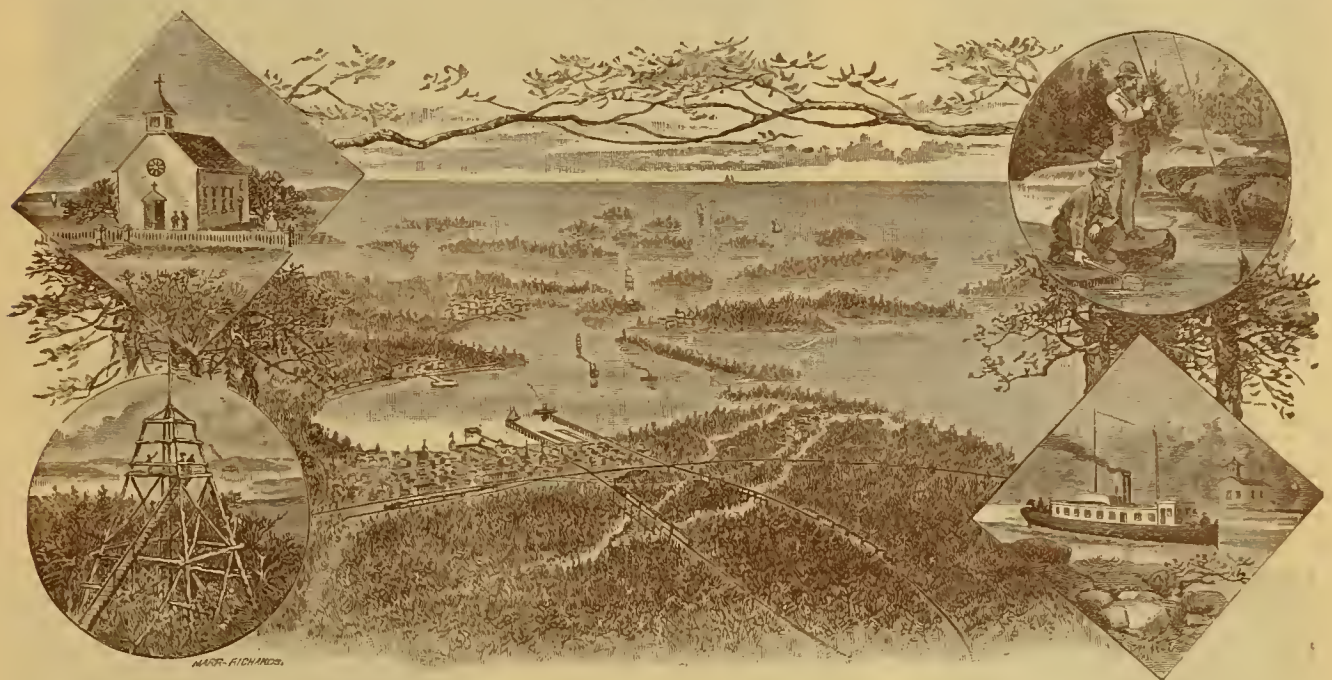
wide. On its western end is situated the oldest settlement in the state, the village of La Pointe. Among the structures still standing are the chapel built by Father Allowez in 1665, and the oldest Protestant church in the state, built in 1832. The island is well settled by homesteaders. It is a famous resort for picnic parties, conventions and tourists.

Michigan Island, lying just to the east of Madeline, is three and a half miles by one and a quarter. It has a lighthouse, for the benefit of vessels going to and from the "Soo" and Ashland. Gull Island is a short reef a few rods in length near Michigan Island.

Rocky, Willey's, Brownstone, Raspberry, Bear, and York, constitute the remainder of the group.

All the Apostle Islands are heavily covered with timber. They are separated from each other and from the main land (excepting Sand Island) by water varying from sixty to 300 feet in depth. They are beautiful and picturesque beyond measure. Devil's Island, the most northerly of the group, is about forty miles from Ashland. Excursion steamers run from Ashland to this island or to Outer Island, which is about the same distance, once a week during navigation.

The Apostle Islands lie lengthwise of the coast for about thirty miles north of Bayfield and except as a natural harbor for boats in bad weather they have for many years been a problem to the owners. Of late years the brown sandstone, of which they are mainly composed, has brought them into greater



CHEQUAMEGON BAY AND THE APOSTLE ISLANDS.

by Governor Fifield for this purpose. Shoal water to the south of it compels vessels going to and from Duluth to pass it on the north. Steamboat and Eagle Islands are two small islands a hundred feet to the west of Sand Island. These three are the only ones belonging to Bayfield county. Devil's Island, which is farthest north, was seized by the government in the summer of 1892, for lighthouse purposes.

About nineteen islands, composing the rest of the group, belong to Ashland county. Of these, Madeline, Oak, Outer and Presque Isle are by far the largest.

Madeline (Moniquanikang, Minis, or Yellow Hammer Island), is thirteen miles long, and three and a half miles

Bass Island has valuable brownstone quarries, which are a commercial success. It lies north of Madeline. Just to the east of the latter lies Hermit or Wilson's Island, which was the home of the erratic Lake Superior hermit, Wilson. Frederick Prentice has valuable quarries on this island.

Presque Isle is next in size to Madeline, situated just northeast of it. It is seven and a half miles by two and a half miles in extent. Outer Island is the northeast outpost of the group. Its area in miles is six and a fourth by two and a half. A lighthouse is situated on the eastern edge.

Oak Island is the highest of the group, rising 433 feet above the lake. Manitou, Ironwood, Cat or Hemlock, Otter,

prominence, and should the northwest take the same strides in the next twenty years as during the last period of that length, they will probably become the great source of garden supplies for Wisconsin and Minnesota, as they are especially adapted for that purpose. Their great drawback, however, is their isolation from railroads. It is not, however, a mere fancy to suppose that with the increase in population they will be connected with the main land by bridges or railroad ferries. The suggestion has been made by some who are interested in their future, that with the advent of railroad facilities they will be used as transfer yards for cattle shipped from east to west in transcontinental traffic.

The Vaughn Free Public Library.

UNDER the inspiration of Demetrius, the Greek, Ptolemy Soter established the first library known to history. The Alexandrian library was the first dawn of free reading and free education among the masses, and the spirit of that day still lives. All strangers visiting Alexandria were compelled to leave a copy of some book—a sort of a literary tithe or tax, but to read its rare volumes was free to all. It crystalized a thought center. The city of Ashland, through the generous gift of the late Hon. S. S.



THE LATE HON. S. S. VAUGHN.

Vaughn and Mrs. Emeline E. Vaughn, already boasts of the best free public library in the state. Omar burned the rare books of Alexandria in public baths because he deemed them useless as long as the Koran existed. But in the twi-



MRS. EMELINE E. VAUGHN.

light of the Nineteenth century nothing is more prized and more highly indicative of a progressive and aggressive city than a free public library. They have become a necessity. The idea of establishing a free public library in Ashland was conceived by the late Mr. Vaughn

years ago, when the city was but a hamlet, and his ideal life work has been more than accomplished by his wife, Mrs. Emeline E. Vaughn. The library was opened Nov. 16, 1888, with appropriate

building more than supports the library. Additional books are purchased every month, giving the cream of current literature. The library now consists of nearly 5,000 volumes of the best works, including all branches of literature, history, art, science and books of reference. The reading room is visited by over 15,000 people during the year, and is already a center for the best thought. It has resulted in the organ-



INTERIOR OF VAUGHN FREE LIBRARY.

ceremonies, when Mrs. Vaughn, in a scholarly address, outlined the future work. During the present year the library, building and property intact was deeded to the city. The income in rentals from the large and handsome

ization of a circle of numerous literary clubs which brighten the intellectual horizon. Altogether the Vaughn Library is one of the things to which an Ashlander can always refer with a feeling of just and pardonable pride.



THE VAUGHN LIBRARY BUILDING.



MANAGER'S PRIVATE OFFICE



AUGUSTUS W. MORSE.
General Manager



THE BUSINESS OFFICE



INTERIOR OF SAW MILL.



LOGS IN BOOM AT BAD RIVER.

Plant of Penoŕee Lumber Company, Morse, Wisconsin.

Penokee Lumber Co., Morse, Wis.



JUST what an ideal lumber manufacturing plant should be. This briefly describes the plant of Penokee Lumber Co., Morse, Wis. It indicates the moving spirit and an energetic and practical manager. This gentleman is none other than Mr. Augustus W. Morse, who although kept busy almost night and day looking after large lumber interests, is the active chairman of the

shrewdest lumbermen of the country. He is the picture of health, a bright business man, able manager and good citizen.

Penokee Lumber Company is organized under the laws of the state of New York, with home office at Tonawanda, and the following officers: Henry A. Crane, president; Chas. W. Parlee, secretary and treasurer; Augustus W. Morse, general manager. The above-named gentlemen are also trustees together with Mr. Arthur M. Dodge and Chas. H. Ackerly.

THE PLANT IN OPERATION.

THE saw mills (band and rotary), run day and night during the sawing season, and average an annual cut of twenty million feet of handsome cork pine. Six feet nine gauge circulars are used by this company, and are said to be the only ones of this size and gauge running.

The planing mill has a capacity of two millions per month, and twenty cars can be loaded at one time.

A useful invention is that of Penokee Lumber Company employed to hoist saw logs from water to cars. It is located six miles north of the mills at the confluence of Bad and Iron rivers on the Wisconsin Central line. Eight cars an hour can be loaded at a cost of less than seven cents per M. This is a vast improvement on the old way, and reflects credit on the ingenuity and energy of Mr. Morse and his logging



SAW MILL, PENOKEE LUMBER COMPANY, MORSE, WIS.

World's Fair Commissioners for Ashland County. He has been energetic in his efforts to make a splendid showing at the Columbian exposition from Ashland County. Mr. Augustus W. Morse is the father of the now thriving village of Morse, and a more practical lumberman is hard to find; not a detail of the business that he does not thoroughly understand. Mr. Morse is about thirty-eight years of age, was born and self-educated in New York state, and commenced as a common laborer in the camps. His aptitude and energy rapidly placed him to the front in work connected with logging operations, and from thence to milling and handling of boards. As a buyer and inspector in the Saginaw valley, he was successful, brushing elbows with some of the

Mr. Morse spends his entire time at Morse, and has a staff of energetic and competent assistants.

A visit to this busy plant is indeed a treat. There are eighteen neatly-painted buildings, viz: saw mills, planing mills, dry kilns, lumber shed, picket shed, machine shop, electric light, blacksmith and wood-working shops, machinery warehouse, ice house, mill stables, west side stables, camp equipment warehouse, store, yard office, main office, mill and firm boarding houses. Comfortable homes for the workingmen are to be seen on every hand, and one of the finest school houses in Northern Wisconsin has just been completed.

A trip through the extensive yard is interesting, and every lumber pile speaks of precision.

superintendent, Mr. J. H. Leasia. Very extensive booming facilities have been here provided, and large quantities of logs are handled by this machine every sawing season, same being put in streams several miles distant, and by use of dams, flooded to these hoisting works, and from thence they go by rail to the mills.

It would be a mistake not to mention the very perfect system of electric lighting. It is entirely separate from the other machinery. Self-regulating Compound Wound Dynamos are used, especially made for that work, and a more perfect light is not to be found.

Penokee Lumber company is first in the market with assorted and well seasoned lumber from the immediate vicinity, and their business in every way reflects credit upon the great lumber industry of Northern Wisconsin.



WANNEY BOARD PINE.



LOG HOISTING MACHINE AT BAD AND IRON RIVERS.



INTERIOR OF MACHINE SHOP.



LOGS AT CAMP NO. 1.



INTERIOR OF PLANING MILL.



LOADING WANNEY PINE FOR EXPORT AT ASHLAND.

Penoëe Lumber Company Plant, Morse, Wisconsin.

Iron River, "The City of Mills."

Iron River boasts of two railroads, the D., S. S. & A. and Northern Pacific, both of which have a tremendous freight traffic. The Great Northern and Washburn & Northwestern are two new rail



ARACING, growing, pushing town is Iron River. Less than a year ago the town of Iron River was a wilderness in the wildwoods of North Wisconsin. In February it was surveyed and platted. Today

it is a thriving, well-built city of nearly three thousand people. This, in spite of the fact that a sweeping conflagration on July 24 nearly wiped the entire city out of existence and left in ashes the results of several months of vigorous town building.

It is a typical western and American city. Its growth and elasticity has about it that air of substantial enterprise characteristic of frontier pioneerism which means, "here a city will be built."

There is no other city in the state of Wisconsin that can exhibit the wonderful percentage of increase in population



VIEW FROM DEPOT, LOOKING NORTH.

twelve months. Such substantial brick buildings as the McCord block, Hessey & Hatton block and Mr. Pettingill's Masonic Temple shows the unswerving faith its business men have in the future of the town. A fine system of Holly water works has just been completed.

roads expected during the coming year. Another interesting feature of this young giant city is Half-moon lake, and the trout streams in this vicinity have a national reputation and even President Harrison's cabinet officers became victims to the allurements of angling in Iron River.

Iron River also has a bright newspaper, the Times, in which Editor Ripley keeps sounding the city's greatness.

On this page we give views of the city as it now is, and if another year works the same amount of changes the last season has, it will not be long before Iron River becomes one of the most prosperous cities in the state. We also give a group of business men, which is indicative of the character of those who are building up the picturesque little city among the whispering pines of the "New Wisconsin."

The improvements contemplated for 1893 are very extensive. At a rough estimate over a half million dollars were expended in improvements during the past year, public and private.

This amount will likely be increased during the coming year, and Iron River will outstrip all other cities of its class in the state.



VIEW ON MILLS STREET, IRON RIVER.

and improvements for the year 1892. Six large sawmills keep the air humming with industry. Add to this the buzz of three busy planing mills. We summarize in brief the lumber manufacturing capacity of Iron River per annum:

Lea & Ingram.....	25,000,000
Bohn Mfg. Company.....	25,000,000
S. F. Staples Lumber Co.	10,000,000
Phillips & Marlitt.....	7,500,000
Lane & Co.....	5,000,000

Grand total..... 72,500,000

This capacity will likely be largely increased during the coming year. According to careful estimates there is 2,450,000,000 feet of pine directly tributary to Iron River, which means many years of activity in the lumber industry which will gradually develop into other manufacturing interests.

It seems almost impossible to realize that this substantial little city has been entirely built from a single log house in

A \$7,500 school house, a handsome Congregational and Catholic church have also just been finished.

The town was founded by Mr. J. A. Pettingill, who is one of its most enterprising and active citizens.



IRON RIVER, LOOKING NORTH.



RESIDENCE OF CAPT. LEA.



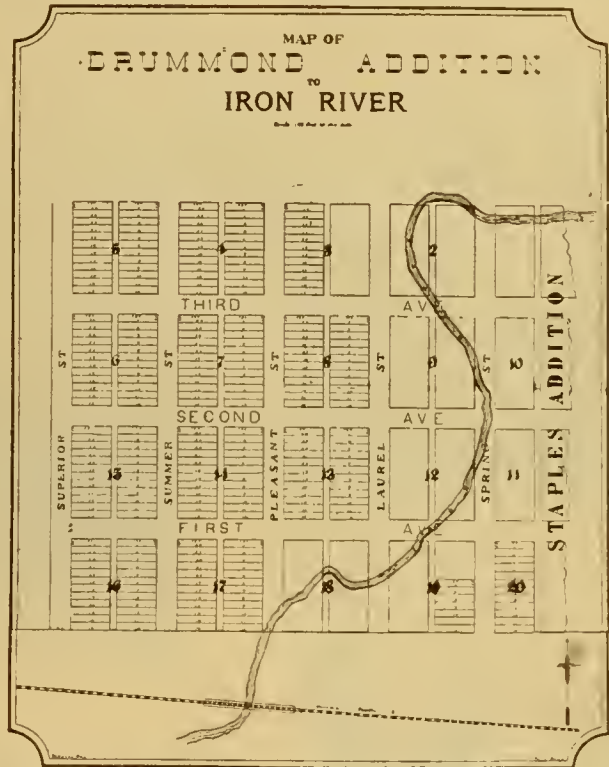
CATHOLIC CHURCH.



CONGREGATIONAL CHURCH,



S. F. STAPLES LUMBER CO., SAWMILL.



IRON RIVER IN 1891.



IRON RIVER A YEAR AGO.

Scenes at Iron River, Wisconsin.

Iron River and its Institutions



HERE is nothing that so emphasizes the assurance of any young town's future, as to reveal a solid, financial backing. Unite with this, typical western enterprise and pluck, and the result is almost as precise as that of an arithmetical calculation. Iron River is one of the young towns in Northern Wisconsin which not only enjoys the backing and support of one large and strong financial corporation, but of several. And the best feature of it all is, that all of these corporations and individuals who have large property interests, pull together, join hands in anything and everything that will advance the interests of the robust young city. They have the right spirit of enthusiasm, that is going to win.

THE BANK OF IRON RIVER.

PROMINENT and perhaps foremost in the public welfare of this young city is the Bank of Iron River. Although only organized Dec. 12, 1892,—less than three months ago—it already gives promise of very soon becoming one of the strongest state banks in Wisconsin. It was organized under the state laws with a capital stock of \$25,000—and already the need has been felt for increasing this amount owing to the many applications for stock. W. E. McCord, one of the best known lumbermen in Wisconsin, is president, and has started the institution out under a careful, conservative and yet energetic policy which will soon result in netting good dividends. W. R. Hoover, cashier, is one of the shrewdest and brightest young bankers in the state, and thoroughly understands all the details incident to good banking, and his first two months, showing deposits \$30,000 and loans and discounts at \$120,000, are sufficient proof as to his activity and ability. The personnel of the directorship is such as Iron River may feel proud of. W. E. McCord, president; Myron Reed, vice-president; W. R. Hoover, cashier; D. McLeod, C. C. Tennis, J. A. Pettingill, W. G. Bohn, T. F. Mackmiller, N. C. Kelley, D. S. Clark, J. R. Sharp, W. W. Lea. The above constitutes the director, and the encouraging feature is that it includes all of the leading property owners in Iron River. They are ready to endorse their faith in the city by supporting its public institutions. The large lumber operations in this vicinity, covering a stumpage of over two billion feet, necessarily calls for a large and substantial banking institution, as the hub of a large financial circumference.

The bank is now well established in its new quarters in the McCord brick block. The fixtures are elegant—solid cherry, natural finish—and would be a credit to any bank. The vaults are secure, built four tier brick, with an air space between and one other tier. The Hall burglar-proof safe is used, and the bank also carries a large amount of

"Burglar Insurance," a new kind of surety company recently organized.

Altogether, the Bank of Iron River is certain to become one of the most solid and prosperous banking institutions in Northern Wisconsin. It is thoroughly equipped, well manned, and carries plenty of ballast, and has a safe anchor. Its future is bright.

IRON RIVER WATER, LIGHT & POWER CO.

SOON after the disastrous fire of July 24, 1892, this company was organized, temporarily. Hardly had the charred timbers of ruined homes and business houses ceased to smoulder, before the embers of public pluck generated in a spirit of energetic enterprise, and a bond of unity that nothing short of a misfortune of this kind could have accomplish, was established. There were no differences then. Every citizen took an active interest in seeing that the best of fire protection was provided against a similar catastrophe in the future. The articles of incorporation were filed Oct. 3, 1892, with the following officers: W. E. McCord, president; S. F.

large bond which is at the mill of the Lea & Ingram company. The works have already been tested at one fire and three streams can be thrown at one time so as to cover any of the principal buildings.

IRON RIVER'S MANUFACTURING INTERESTS

MANUFACTURING interests soon build thriving cities. Iron River secured during the past year three or four plants that already give assurance of supporting a good town.

The Bohn Manufacturing Company has already made a surprising record with its saw mill and planing mill and has kept busy during the winter in getting out orders, for bill stuff. Its entire plant is thoroughly equipped throughout. It carries in all of its yards an assortment rarely found, and is now at work on a large order for new ore docks at the head of the lake. Mr. W. G. Bohn the general manager is one of the best known lumbermen in the west.

The Lea & Ingram company has a plant that is interesting. It is thorough and complete in every detail. It has a large steam chest and have continued sawing night and day during the winter months getting out lumber that cannot be excelled. They have extensive yards and furnished several large orders of dimension stuff. The plant is entirely new throughout and not a detail is lacking that should be found



MCCORD BLOCK—BANK OF IRON RIVER.

Staples, secretary; N. C. Kelley, treasurer, and Capt. W. W. Lea, general manager. Contracts were let at once, although it was then late in the fall, for three miles of water mains. The work was soon completed and now thirty-five hydrants stand guard on different street corners, ready to fight the flames. A volunteer fire department has been organized.

The pumping station and power house was completed in December and the company spent nearly \$25,000 in securing these improvements and has already made arrangements for extending mains and furnishing nearly 200 different consumers during the coming year. The pump house is equipped with two of the latest improved Blake pumps. One is used for the domestic water supply and the other in case of fire. The domestic water supply is taken from a large spring of the purest water on the banks of Iron river. The water for fire purposes is pumped from the

in a first class mill. J. G. Ingram is president; D. S. Clark, secretary and treasurer and Capt. W. W. Lea, general manager keeps the mill running like a sewing machine. The engine and boiler house are of brownstone and the machinery throughout as good as that found in any modern manufacturing plant.

The S. F. Staples Lumber Co., has made a surprising record with its mill and it is rapidly developing into one of the best plants in this section. Phillips & Martell, and A. E. Lane & Co., also operate saw mills here so that altogether Iron River is one of best inland lumber centers in the New Wisconsin.

The Iron River Brownstone Co., is another industry that is growing into special prominence.

There is now talk of a telephone exchange being established at Iron River and the Electric Lighting plant will be put in this spring.



J. A. PETTINGILL'S MASONIC BLOCK



SCHOOL HOUSE.



RESIDENCE OF D. S. CLARK.



"TIMES" OFFICE AND STAPLES "ADD."



PETTINGILL BLOCK AND HOSE HOUSE.



HESSEY & HATTEN BLOCK.



RESIDENCE K. G. STAPLES.

Iron River Since the Fire.



“THE OLD HOMESTEAD” IN WINTER.



HALF MOON LAKE.



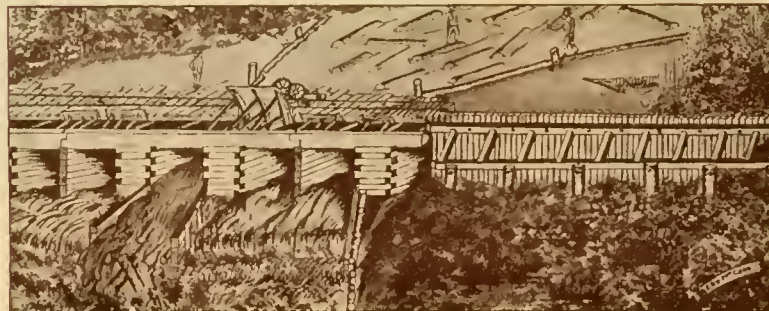
DAM NO. 3, BRULE RIVER IMPROVEMENT CO.



JOHN E. DOHERTY.
Sec'y and Treas.



CAPT. B. DOHERTY,
President.



DAM NO. 2, BRULE RIVER IMPROVEMENT CO.



AT THE MOUTH OF THE BRULE.



ON THE BRULE TRAIL.

A Day with the Brule River Improvement Company.

Brule River Improvement Co.



HE drive of thirty-six miles through the woods with the thermometer 36 below zero, is more pleasant to contemplate beside a red-hot stove, than to experience.

In company with Capt. Doherty, a PRESS representative and Mr. Osborn, of the firm of Bailey & Osborn, photographers, a trip was made along the famous Brule from the Northern Pacific railroad to its mouth on Lake Superior—making a drive of thirty-six miles altogether, during the coldest weather known to the “oldest settler”.

A county road is built for a large part of the distance—running due north on a section line, over a very hilly country and what is known as the old “copper range.”



HEADQUARTERS BRULE RIVER IMPROVEMENT COMPANY.

The object of the trip was to inspect the extensive improvements being made along the river by the Brule River Improvement Company, which was recently organized, with Capt. B. Doherty as president, Ed. Brown, vice-president; and John E. Doherty, secretary and treasurer.

Although they started late last fall, they are pushing the work rapidly in mid-winter, under many disadvantages, so that at least sixty miles of this stream hitherto unimproved will be ready to drive and raft all the logs cut on its banks this winter.

There are to be three dams in all. Dam No. 3, located about three miles from the town of Brule, is already completed. The drive into this location through the towering pines, was inspiring. The pine is very thick and very tall in this section and the broad road

through the woods looks like some ancient hall—stately and grand—and the lithe, trim pines making gallant courtesies to each other across the road in the soft, thirty-six-below-zero breezes.

Dam No. 3 is 123 feet across from bank to bank and located in a very picturesque spot. It is 16 feet high, with a ten-foot head of water. Each bank is excavated from some distance back and piling driven to make it absolutely impregnable. A row of sheet piling was driven at the water's edge—then heavy sills bolted on. Back of this another row of piling is driven—and in front two other rows of piling to support the dam proper. The plank is very heavy and corked as tight as the bottom of a vessel. Two large sixteen-foot gates are raised when water is needed to flood the river below. The logs shoot through the sluices and the extra flow of water drives them safely over the rapids to other dams below—located nearly at the mouth of the river—where

it empties into Lake Superior. The great difficulty heretofore met in driving logs on the Brule has been the logs hanging up on the river. Over 3,000,000 are on the banks from last year. This upper dam is calculated to cover about fifty to sixty miles of the stream and was completed the week before Christmas, and built under supervision of Mr. A. A. Arnold, one of the best dam builders in the country. It was very expensive work, but it was made to last for years—as long as there is a log on the river.

It was snowing very hard when we struck camp. It seemed like a very snug little frontier village. It was Sunday and everyone about was “taking it easy.” The teamster was mending his harness—a broken collar or buckle—the men sewing up a torn mit, or a parted seam in shirt or pants.

The Brule river winds in and about the mountains and in summer time the scenery is superb. Near its mouth the

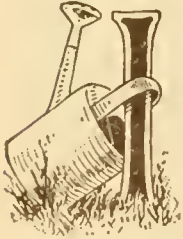
pine lumber is pretty well stripped and the scene is desolate enough. It is said that Superior and Duluth were pretty much built up in early days from timber cut at the mouth of the Brule. There is hardly anything more desolate and sad to contemplate than a heavy pine country stripped of its towering forest. It looks like a man who hadn't shaved for several weeks. It is said that some of the first lumbering operations on Lake Superior occurred at the mouth of the Brule. In fact it was once the scene of busy days. A sawmill and small village was started by an English syndicate. A large number of snug and pleasant cottages were built and the town was platted in readiness for a great boom. But some years ago it was deserted and the little cottages were inhabited by stray swallows. The foreign syndicate did not seem to catch on to American methods in building up a new town over night. The reason that the sawmill enterprise was a failure was because of a lack of flowage to get down the logs rapidly enough to keep the mill going. This is precisely the object of the Brule River Improvement Company. With these three dams there will never be any lack of water to drive the logs over the rapids.

Dam No. 2 is located near where the Brule enters Lake Superior. It has four fourteen-foot gates and one twelve-foot gate—or sluice, where the logs shoot through. Above this dam the sorting works are located. There are six pockets—one for each mark of logs. The boom covers forty acres, and is capable of holding over 12,000,000 of logs at one time. There is an eight foot head of water at this dam and it is eleven feet in height and 306 feet across from bank to bank. Over 1,000 piles will be used in the construction of this dam—making it very strong. It is heavily rip-rapped with stone. Nearly half of the piles in this dam are driven in surface ground. At the very mouth of the river dam No. 1 is to be located. It is calculated to dredge and fit up a good harbor at the mouth of the Brule for light water craft.

The Brule River Improvement Co. deserve considerable credit for their pluck and energy in pushing this enterprise. They will raft, sort and drive logs on the river and guarantee their safe delivery. There is about 500,000,000 feet of pine yet to cut on the river. All of the dams are to be completed this winter. Dam No. 1 is to be a pile dam and is for the purpose of straightening out the river at the mouth and running it directly into Lake Superior without the big bend.

The company's improvements will do much to develop the logging interests of the Brule. The men at work now occupy the deserted cabins built by the English syndicate at Cleavedon—many of the families returned to England. Their failure was owing to a lack of flowage to hold and store the logs at the mouth. The Brule Co.—of American enterprise and capital obviates all of these difficulties, and makes it a great deal less expensive and more safe to operate on the river. The prospects now are that Cleavedon, with its pretty little bay window cottages, and in plain sight of Duluth—across the lake—will become a prosperous and thriving little village. The equipments and facilities for handling logs on the Brule are second to no other logging stream in the state, and it cannot help but bring with it a way of prosperity.

The Brule Lumber Company, And the Bustling Town of Brule.



It requires something more than ordinary pluck and enterprise to plunge into the primitive forests and build up successful industries and at the same time establish flourish-

ing and prosperous cities. But this is just what the active, aggressive owners of the Brule Lumber Company have done. Located on the picturesque Brule river—replete with the traditions of Indian legendary lore—they have hewn out the site of a thriving city, Brule—and they have established a plant and opened large lumber operations that give assurance of supporting a lively little town.

A more favorable site for a city could not have been chosen, and for a young city, it is making rapid strides to the foremost rank of Northern Wisconsin lumbering towns. Millions of the finest giant pines surround the city on every side, and the river furnishes an excellent

After the death of Gen. Washburn, Mr. Copeland purchased the estate interest in the La Crosse Lumber Company and has been its president ever since. He is also a stockholder of the Batavian Bank, and is interested in numerous other public enterprises in and about La Crosse. Mr. Copeland is very genial and popular wherever known and is esteemed highly in business and financial circles. It is indeed fortunate that his interests in Northern Wisconsin identify him with this locality.

James H. Reddan, vice-president of the company, is a resident of Neilsville, Wis., and has been in the logging business for the past twenty years or more. He is heavily interested in pine and farming lands in Clark county, Wis., and also has large interests on the Pacific coast. He is well known as a hustling and competent business man, combining the two safe features of conservatism and energy. Mr.

to his lucrative and growing practice. The success of the large roller flouring mill, at Neilsville, is due largely to the energetic labors of Mr. Youman, who is one of the proprietors. It is supplied with the very best machinery, and pays excellent dividends to the proprietors. Mr. Youman has a large circle of warm friends and acquaintances.

James Hewitt, manager of the company, hails from Neilsville also, and is probably the best known lumberman in the country. He has been a resident of Neilsville since the sixties, and has done more for the advancement of Neilsville than any other citizen. Mr. Hewitt has made the lumber business a life-long study, and is well posted in all its details. Generous and kind-hearted, he has helped many a poor fellow to his feet, and deserves to be designated as the philanthropist of Clark county.



SAW MILL PLANT AT BRULE, WIS.



GENERAL VIEW OF BRULE, THE NEW TOWN RECENTLY PLATTED.

waterway for the rafting of logs. With every natural convenience of location and abundant resources, the future is indeed bright for the budding, booming little city among the pines.

The selection of such a site denotes the business-sagacity of the members of the Brule Lumber Company. Mr. Fred A. Copeland, president of the company, has been the honored mayor of La Crosse, Wis., for the past two years, and was connected with the late Gen. Washburn's early lumbering operations for many years, and had charge his extensive lumber business on Black river as early as 1878 and 1879.

Redden gives the interests at Brule considerable personal attention.

Attorney C. A. Youman, secretary and treasurer, is also a resident of Neilsville. He was a law partner of M. C. Ring until a recent date and has been closely identified with the interests of Clark county for a number of years—being at present quite largely interested in farming and stock-raising. His stock farm is said to be one of the finest in the county. Mr. Youman has not given up the practice of law by any means, even though his interests are so diversified, but he still gives prompt attention

With such men at the head, almost any venture would be an assured success from the start. With such abundant natural resources, and the advantage of location, the Brule Lumber Company has only started upon a long career of prosperity, which will be turned into rapidly widening channels of diversified manufacturing interests by these experienced and energetic business men.

They are putting in nearly 10,000,000 feet this year and have established camps within a half mile of the town that will be used for several years to come and are said to be the finest modern logging camps in the state. Capt. Withey, of Clark county, operates the sawmill. The new town is platted and is quite a center for tourists and already has made a flourishing building record in the few months of its existence. The property is rapidly advancing in value and the owners anticipate an active season in Brule. The new town will be a hummer and no mistake.

The company own an extensive tract of pine in this immediate vicinity, and the timber makes the finest showing of any body of pine in Northern Wisconsin. It is nearly all located conveniently to Brule, and will be handled in their yards there.

During the coming year a large number of new business blocks and dwellings will be built and the new town will assume quite a civilized air. The start is always the uncertain period, with such unlimited resources at its command Brule will develop like a young giant. The town is the supply center for a large area of logging operations, as well as the center of the largest homestead district in the state, which gives it no small amount of prestige as a commercial center.

Ashland and its Railroads



EVERY city of importance owes the stability of its growth to commerce, either by railroads or water. There are many thriving commercial cities made such by railroads alone. There are others that owe their commercial importance to the advantages of some great harbor. Ashland is assured of success in either case for it has both. Four great railroad systems center here, and the shipping interests give Ashland rank with the foremost. It was once said, as a mark of the great commercial supremacy of Chicago, that for every day of the year, a train arrived or departed from that city—during a day of twenty-four hours. This was not very long ago either. To say that Ashland now occupies the advanced position Chicago vacated a few years ago, will prove a startling assertion for many—but it is a fact just the same. When the ore business is under full headway during the shipping season, there are at least 365 arrivals and departures of trains per day. This includes all passenger and freight trains, besides the numerous ore trains that thunder in and out every few minutes.

The railroads running into the city of Ashland, are the Wisconsin Central, Milwaukee, Lake Shore & Western, the Chicago, St. Paul, Minneapolis & Omaha and the Northern Pacific. The Duluth, South Shore & Atlantic road will undoubtedly reach the city sometime during the present season.

The Wisconsin Central depot is a beautiful structure, one of the finest depots in the state, built entirely of brownstone. The Wisconsin Central ore dock is one of the largest on Lake Superior. The "Central" runs direct from Ashland to Chicago, several trains arriving and departing each day. Good connections are made at Abbotsford with trains for Chippewa Falls, Eau Claire, St. Paul and Minneapolis. The Milwaukee, Lake Shore & Western railroad is also a direct line to Chicago via Milwaukee. Its line extends as the name indicates, along the eastern or "Lake Shore" route. For much of the distance after leaving Ashland, the road runs directly along the western shore of Lake Michigan. Several trains arrive and depart each day for Milwaukee and Chicago. Good connections are made for all places in the interior of the state.

The Chicago, St. Paul, Minneapolis & Omaha road is the direct route to the "Twin Cities." Trains leave by day

and night for Minneapolis, St. Paul Omaha, Spooner and other cities in Wisconsin and Minnesota. A short line extends around Chequamegon bay, to Washburn and Bayfield.

The Northern Pacific road has its western terminus at Ashland. From thence it extends directly west through Iron River, Superior, Duluth, Bismarck, Helena, and ends at Portland, Oregon. The termini of the road are Ashland and Portland.

This, concisely, shows the railroad communication with Ashland.

Shipments by lake from Ashland's magnificent harbor are enormous, while the railroads afford the means of more rapid transfer of freight and passengers to all parts of United States. A peculiarity of the railroad traffic that compares most favorably with that of prairie states, is that snow blockades are entirely unknown, owing to the fact that the vast forests extending for



UNION PASSENGER DEPOT OF THE WISCONSIN CENTRAL RAILROAD.

hundreds of miles upon all sides catch the heaviest snowfall and prevents it from blocking the tracks.

It is confidently expected that before the close of 1893, a belt line will be extended around Ashland. By this means all the different lines will be connected, and a vast improvement will be made in the matter of switching rates. The "belt" will be about a dozen miles in length. The preliminary steps to this end were taken last season.

In speaking of Ashland and the Lake Superior region, President J. J. Hill, of the Great Northern railway, on Feb. 16 last, made these significant remarks:

"It is only a few years ago since it was impossible to throw off the shackles that were placed upon the commerce of Lake Superior. The head of Lake Superior now has the same rate to the Pacific coast as the Missouri river or Omaha has to the same point.

"Map making is always attractive, and if you will take a map and a pair of dividers, and put one leg of the dividers on Lake Superior and the other on Florida, you will cover a country occupied

by a great many people and numerous kinds of material interests. If you would turn your dividers towards the East you would almost reach Newfoundland, but to the West, you would not reach the Pacific coast, and you would fall far short of the territory that is fairly and honestly tributary to this region.

"Building a great railway means much more than to lay down the ties and rails. The tonnage of the world is produced on the land, and if it is to be carried by water, it must be brought to a point where you can get it on board the ships. Certainly you feel the deepest interest in your harbor, and the depth of water in your harbor and the 'Soo' canal, but your greatest harbor is on land, the greatest harbor, the one that must not only bring everything that comes and goes by water, is the terminal facilities. Now we are building and making good progress on our steamers, which will carry passengers from Ashland to Buffalo in forty hours. It is an experiment. People have said to me, 'Your experiments always prove successful.' But this did not influence the responsibility. We could have secured the power for the speed desired by increasing the size of the ships, but this was not what was desired. After many experiments, we have succeeded in securing boilers which will stand a

test of 350 pounds, and which, by the cold water test, will sustain 500 pounds to the square inch. I know that by this means we have secured steamers which will run all around the Teutonic or any other ship which plies on the Atlantic every six hours out of the twenty-four. We will be disappointed if they do not make the run to the "Soo" in seven hours. I see no reason why the traveler landing in New York with \$100 in his pocket should not come west upon the fastest line of steamers in the world."

Following are tables showing the freight traffic of Ashland's railroads in pounds for 1892:

WISCONSIN CENTRAL.	
Freight received.....	942,336,841
Freight forwarded.....	99,487,964
Ore received.....	2,248,960,000
Total, 1892.....	3,290,784,805
C., ST. P., M. & O.	
Freight received.....	101,946,521
Freight forwarded.....	74,825,961
Brownstone received.....	704,821,946
Total, 1892.....	881,594,428
MILWAUKEE, LAKESHORE & WESTERN.	
Freight received.....	1,045,861,924
Freight forwarded.....	95,871,625
Ore received.....	2,205,854,000
Total, 1892.....	3,347,587,549
NORTHERN PACIFIC.	
Freight received.....	44,687,921
Freight forwarded.....	64,841,726
Logs handled.....	671,874,741
Total, 1892.....	781,404,388
RECAPITULATION.	
Grand Total, 1892.....	8,101,371,170
Grand Total, 1891.....	6,990,954,691

Ashland and its Opera House.



DURING the coming year the opera house and business block which the Ashland Opera Block Company is now organized to build will be finished. Work has begun by laying in a drainage pipe of wrought iron three feet in diameter through and underneath the lots. The formal work will commence as soon as the weather will permit to sink the spiles and put in the substructure of foundation work. It has a frontage on Second street of 100 feet, with depth on Sixth avenue west of 150 feet. The building being set back four feet from Second street to allow of areas and storage, etc., makes a projection in the rear on alley of four feet. The appearance of the building in the front and on Sixth avenue is a five-story structure finished in heavy brown-stone in the Romanesque architecture. The rough Ashlar work cut in bold relief and the panels filled with irregular jointed range work, giving to the facade a rich, bold and liberal treatment of outline, carrying with it the character of strength, durability and pleasing conception of outline. This stone work along the sides goes up to a distance of twenty-four feet. Above the street level it is finished out along the opera house proper with brick work. The openings on first and second stories being filled with polished plate glass and the windows above furnished with French sheet glass and the grand entrance trimmed, filled and relieved with jewels and ground plate sections. The building proper is divided into an auditorium for general theatrical purposes and a business block and an office building, where is thirty-two feet taken off the front, and twenty-eight feet taken off from the sides, which gives the store on the corner 22x75 feet, with two stores each side of grand entrance 22x30 feet, and a grand entrance thirty feet wide, with a basement space underneath the entire space of stores and grand entrance in which the company contemplates putting in a Turkish and tonsorial establishment. The water for this purpose being furnished from the noted mineral

springs. This basement has a large, roomy entrance from the corner of Sixth avenue and Second street, and is well lit and perfectly ventilated. Above these stores and grand entrance in the second and third stories are placed twenty-four beautifully arranged and well-lighted offices, while on the fourth and fifth stories will be placed a gymnasium for entertainment, education and athletic purposes under the direct control of the young men of the city of Ashland. All of these offices and the gymnasium being reached by wide, roomy staircases and a rapid running elevator communicating directly with the outside vestibule in the grand entrance below. All this front part being finished up in oak with maple floors and marble and tile work in the lavatories, there being a separate lavatory for ladies. Entering through the grand en-



trance thirty feet wide, as above described, you come into an auditorium of 1,600 capacity, provided with light, perfect ventilation and complete modes of exit in every direction. In a word, every aisle, every stairway in every tier of the auditorium leads to an outside exit, thus carefully preparing for safety in case of an alarm. Entering through the grand entrance, which will be paved with encaustic tile and provided with marble wainscoting, you come directly into the foyer or lower auditorium with stairway leading in either direction right and left to the grand balcony above.

The lower auditorium has a capacity of 560 and the balcony has a capacity of 400, with a capacity of 600 in the gallery and about 60 in proscenium boxes. The theatre is a full-fledged three-tier theatre, complete in every detail, every tier being so separated that the modes of ingress and egress do not run into another and form or make confusion in the handling of the people. The stage

has a width of 75 feet, with a depth of 40 feet and a proscenium 35 feet wide by 43 feet high and will have twenty complete sets of scenery with all the needed set pieces and draperies.

In the stage floor there will be placed a star, a vampire, a center, a Macbeth, a Hamlet, and a bridge trap of the most modern construction. Above will be placed fly galleries with double pin rails, the lower tier being used for the extra tie-offs with a suspended paint bridge connecting the same in the rear and a rigging loft fifty feet wide on the lower girder of trusses. This rigging loft being fifty feet above the floor with a distance of forty-four feet between the galleries. To the right of the stage will be placed twelve dressing rooms all arranged with hot and cold water and every convenience of the profession.

They have a separate entrance through an entryway on the prompt side, the large property door being placed immediately in the rear of the stage. This entire auditorium and the stage will be lighted with incandescent lights, using just a sufficient amount of gas to make the escape and exit secure, also the entire business block will be lighted with incandescent lights, and the auditorium and business block will be heated by steam. The plumbing will be of the

most substantial and sanitary kind possible to select. The carpets, draperies, upholstery and brass work being of a specially selected pattern. The carpet on the first floor will be of a velvet maroon plush, on the second floor, five frame body brusels. In the boxes, pile terry. The draperies will be of very fine velvet, plush and velour, all artistically hung in the highest art of decorative relief upholstery. The opera chairs will be of extra width and the rows so sat that there will be plenty of room for people to pass

in front without the party occupying having to rise. The opera chairs in the lower auditorium will have foot rests, cane and umbrella racks, nickel-plated numbers and will be upholstered in lavender plush. The opera chairs in the balcony will be neatly upholstered in mohair plush and the gallery will be filled with the usual line of benches set in easy rows with perfect lines of sight. The decorating will be entirely in harmony with the Romanesque, finished in warm orange and buff and neatly stenciled, the ornaments being brought out with hand shading and relief work. The proscenium front, under view of balcony and grand entrance being a special feature of this work. The auditorium is so constructed and arranged that it can be used for theaters, lectures and other purposes. The gas fixtures will be finished in burnished copper and will be a combination with beautifully enriched globes and opal essence hoods. It will be a handsome structure.

Ashland, the Mecca of Tourists.

"Through the Northern Gulf and the Misty screen, Of the Isles of Mingan and Madeline."



THUS said the poet Whittier, in his "Bay of the Seven Isles" in speaking of Lake Superior and its beautiful Apostle Islands. But even the Great Quaker poet could not properly appreciate the wondrous beauties of this great lake, of which Ashland is the gateway. None but those who have personally enjoyed the beauties of this great northern lake can speak feelingly upon the subject. Fifteen passenger trains enter Ashland every twenty-four hours, and there is not a day that passes during the summer months that these trains do not contain scores of visitors to the "Garland City." Several passenger boats from Buffalo, Chicago, Detroit, Milwaukee, Toledo and Duluth daily touch at the Ashland docks, and every boat contains from one to two hundred excursionists. Ashland is just coming into prominence as a summer resort, and the question of the near future is to provide for additional accommodations.

Where is there a more delightful spot in summer than in Ashland? There are daily excursions on the steamer Plowboy to the historic churches on Madeline Island, alluded to by Whittier. The famous painting, formerly the property of Father Marquette, the old chapel built by Marquette himself, and the old church, all these are a part of the trip. The old Presbyterian church on the island, built in 1832—the oldest church in Wisconsin—older by a few days than the first church built in Chicago—this attracts the eye of the historian. The Harbor City, the red light gleaming from the Chequamegon Point light house, a short stop at Houghton Point to view the Ashland monolith, greatest and most famed in history, a twenty-mile journey back to Ashland on the placid waters of Chequamegon bay, with the dark pines picturesquely mingling with the brownstone on the water's edge, while forty miles away the blue tips of the Gogebic range pierce the horizon, all this makes a most delightful day's recreation.

Those who desire to go further, visit that wonder of nature, Devil's Island, or thread the mazes of the Apostle Islands in sailboat or canoe. Verily, a week in such a manner spent is worth ten year's of one's life.

And then there are the famous hunting and fishing grounds adjacent to Ashland. A hunter's hut in the wilderness, a bed of boughs, a fishing outfit

and a gun, these are all that is required. A week of forest life on the picturesque Brule river, Pike lake or any other of numerous streams or lakes adjacent to Ashland, will restore to health the most careworn and nervous dyspeptic that ever lived.

Who that has "shot the rapids" of the Brule, or stalked the deer that come down to its waters at night to slake their thirst, or caught the "speckled beauties" that throng the ice-cold waters of that stream, can say that his summer vacation was ever so happily spent? Secre-



AT THE FALLS OF BAD RIVER.

tary Noble, who, with his invalid wife, spent two weeks at Ashland and the Brule, declares those days to be the happiest of his life, and those who have had a similar experience agree with him.

In addition to the regular tourists, Ashland as a convention city is equally noted. The Northern Pacific, Duluth, South Shore & Atlantic, Milwaukee, Lake Shore & Western, and Wisconsin

Central, not to speak of the lake passenger line, brings Ashland into communication with the centers of population throughout the whole country.

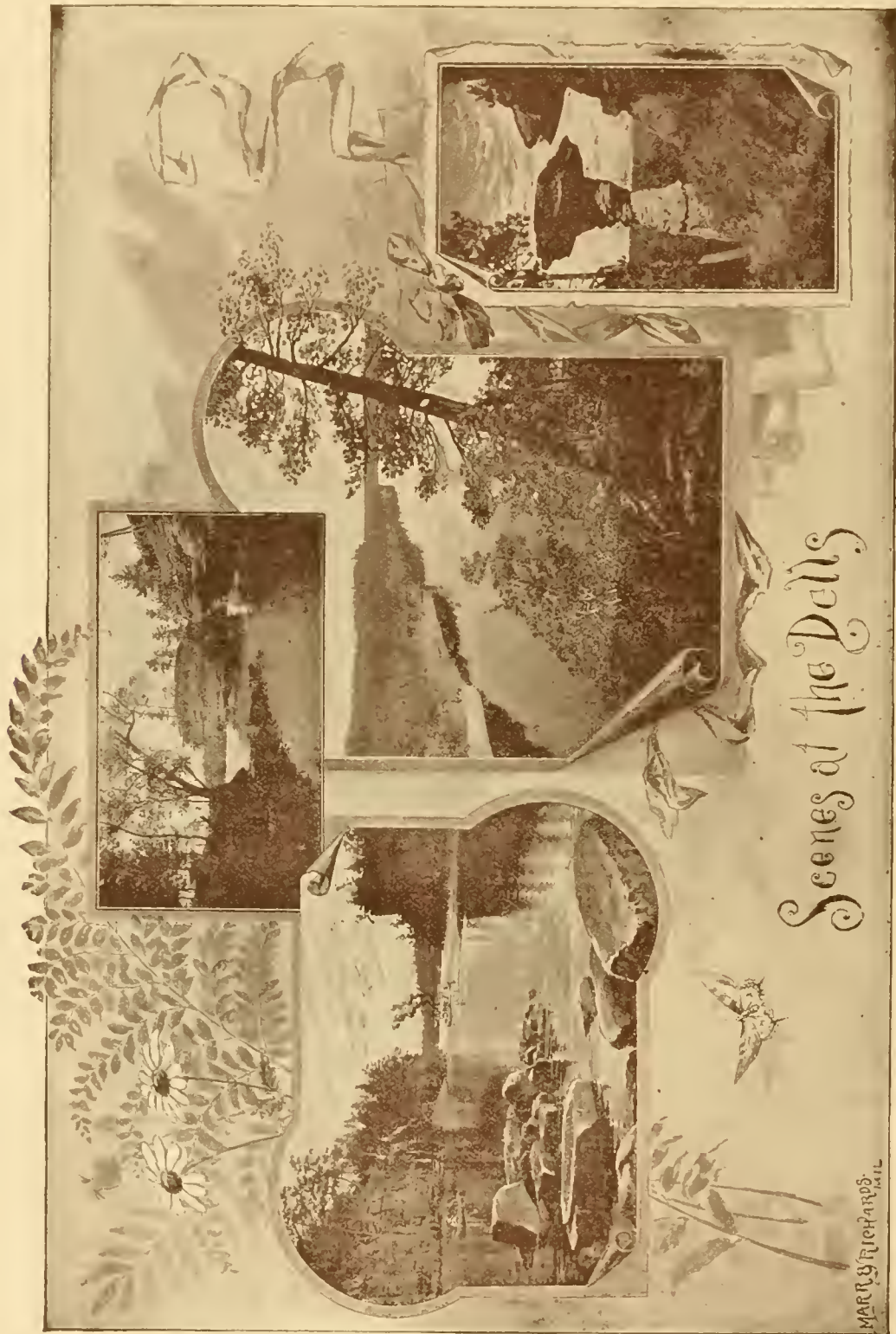
Two members of President Harrison's cabinet were among the summer tourists who secured a brief respite from the cares of official life at Ashland last summer, and when a person has visited the region once, he always comes back. Senator Blair, of Nebraska, writes a personal letter, of which the following are excerpts:

"I was grieved very much when I came to my full senses to realize that the grand forests of the Brule country must go, and a city to be built at Brule. Well, that is just what civilization will do. I wish the sawmills might forever stay away, or at least never be allowed to throw their sawdust in the streams. Such would be a calamity for the trout

that now frequent the clear waters of your river. I hope that the Rev. Dr. ——— will confine himself to sprinkling his converts, and will never immerse them. If he undertakes the latter, it would unquestionably agitate the water to the injury of the finny tribe. I hope that you will get on your corner lots, but I must confess that I hate to see the wilderness laid waste. The axe and cross-cut have created very sorry looking places north of Brule. Give my kind regards to Mr. ———. I have camped with him two years, and he is the very best of good men. What he don't know about giving campers comfort, is not known by anyone whom I ever put up with.

Mourning still over the glory of the Brule country that seems to be doomed to fade away, I again subscribe myself."

The above letter is from Senator J. H. Blair. This entire edition could be filled with letters from those who have cherished remembrances of a day with rod and gun in the forests of Northern Wisconsin, and a tramp along the trout streams that already surpass the famous nooks in the Adirondacks. The New Wisconsin is verily the Mecca of tourists.



SCENERY ALONG THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Lumber Shipments for 1892.



THE year 1892 was the beginning of a new era in the shipment of Ashland lumber. Heretofore shippers have depended on chartering vessels, but during the past season the Shores Lumber Company set an example to other shippers by purchasing two lumber fleets. Other Ashland lumber companies will do like-

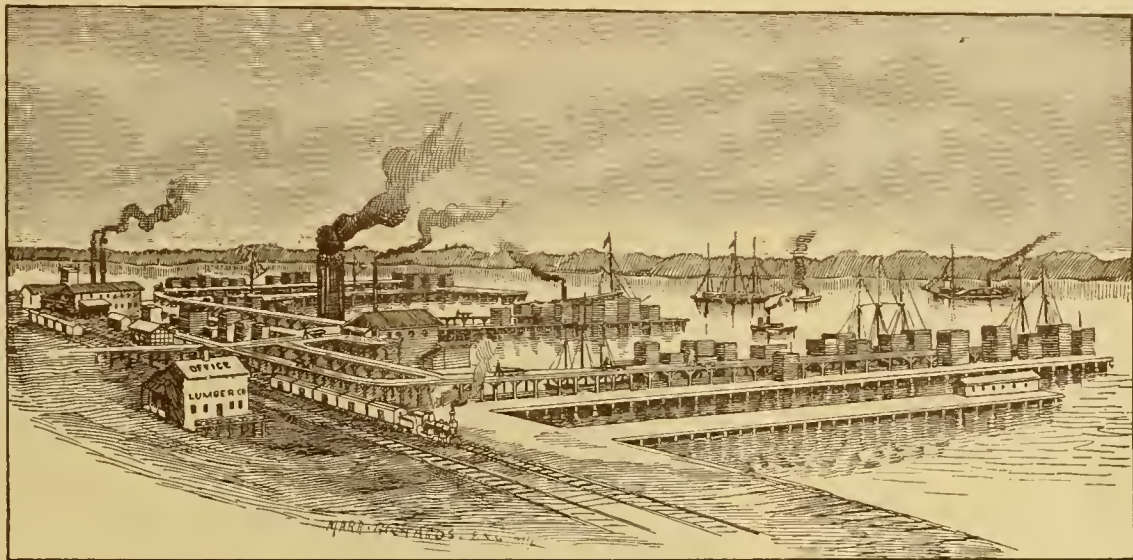
rated at A 1 with a star and is worth \$60,000. This makes the value of the fleet \$169,000.

The great rival of the lumber carrying trade is the wheat trade from Chicago during the autumn months. The demand for vessels is so great that it is difficult to get boats during the busy fall months. Hence the necessity of Ashland fleets owned by Ashland lumber shippers. Some idea of the magnitude of lumber shipments from Ashland may be obtained by reference to a single day's shipments. By reference to the files of the DAILY PRESS it will

Prop W. H. Sawyer.....	850,000
Barge Tuxbury.....	875,000
Barge Redfern.....	875,000
Prop. C. H. Bradley.....	850,000
Barge Mary Woolson.....	900,000
Barge Brightie.....	750,000
Prop. J. H. Prentice.....	550,000
Barge Middlesex.....	750,000
Barge Halsted.....	675,000
Prop. F. E. Spinner.....	500,000
Barge J. Godfrey.....	800,000
Barge Shawnee.....	750,000
Prop. Rob't Holland.....	475,000
Barge S. M. Stevenson.....	750,000
Barge Annie Sherwood.....	700,000
Prop. Jay Gould.....	250,000
Prop. Hard.....	375,000
Schr. George.....	900,000
Total.....	12,575,000

This is taken at random, and is a fair sample of an average day's shipment of lumber from the port of Ashland, LUMBER CUT AND SHIPMENTS FOR 1892, Chequamegon Bay.

Shores Lbr Co.....	48,750,000
Keystone Lbr Co.....	30,000,000
D. W. Mowatt.....	28,250,000
W. R. Sutherland.....	12,500,000
W. R. Durfee.....	9,000,000
B. Doherty.....	8,000,000
E. P. Newton.....	11,500,000



KEYSTONE LUMBER COMPANY'S PLANT, ASHLAND, WIS.

wise during the coming season, and the 575,000,000 feet of lumber, which is the product of the Ashland district, can be shipped in fleets owned exclusively by Ashland parties. In the near future a shipyard will be established in Ashland, when Ashland fleets will be built on Chequamegon bay. A sample cargo of lumber which the Shores fleet carried from the docks of the Shores Lumber company on September 21st last, will give an idea of the capacity of this fleet:

Vessel.	Feet	Value.
Str. J. H. Prentice.....	550,000	\$ 6,325
Barge Middlesex.....	900,000	10,350
Barge Halsted.....	720,000	8,640
Str. D. W. Powers.....	450,000	5,175
Barge Constitution.....	620,000	7,440
Total.....	3,240,000	\$38,920

While the E. A. Shores, Jr., is not owned by the Shores Company, it is under its control. The other five owned entirely by them have the largest capacity of any fleet on the lake, with the exception of the Charles Hebard fleet, of Pequaning, which exceeds it by only a few feet. A word as to the rating and value of the vessels of the fleet. The Prentice is officially rated at A 1 with a star, and is worth \$45,000. The next four are rated at A 2 and are worth respectively, \$20,000, \$17,000, \$6,000 and \$11,000, while the E. A. Shores, Jr., is

be seen that on October 11, 1892, the following vessels cleared from Ashland for Chicago, with the number of feet of lumber opposite:

D. A. Kennedy.....	13,500,000
A. A. Bigelow & Co.....	47,000,000
South Shore Lbr Co.....	38,000,000
C. C. Thompson Lbr Co.....	21,500,000
R. D. Pike Lbr Co.....	17,500,000
Total.....	285,500,000



LUMBER PLANT OF MAYOR W. R. DURFEE.

Ashland and its Log Cut.



Thousands of woodsmen, in gay-colored Mackinaw suits of more colors than were ever woven in Jacob's coat, earn a livelihood for themselves and families

during the four winter months of Northern Wisconsin. The average wages for these men is \$26 per month including board, which makes the actual wages per month, about \$35. This is an aggregate amount of wages paid in what is known as the Ashland lumber district, including the northern third of Wisconsin, \$350,000, or \$260,000 in cash each month. The actual amount of money earned by the wage-earners of the Ashland lumber district, in logging camps alone, is \$1,400,000 during the winter months, of which \$1,040,000 is received in cash. Formidable figures these, but verified by the testimony of any expert woodsman or lumber inspector.

Five hundred million of feet represents the log cut in the Ashland district during the present winter. Not less than 300,000,000 feet of this is sawed in the mills on Chequamegon bay, which means that the lumber shipments for 1893, will be 345,000,000 feet, or 15 per cent more than the log cut. Here again, the wage-earners find the summer months busy ones. The lumber is shipped by boat directly to market, in fleets which carry 1,500,000 to 2,500,000 feet.

For many years to come the vast forests of the New Wisconsin will be one of its chief resources, furnishing work for thousands of men. What cotton is to the south, what corn is to Illinois, what silver is to Colorado, lumber is to the New Wisconsin. The city of Ashland will be the great lumber center of this vast region for the next twenty years at least. Chicago buyers are swarming north, for the reason that the southern land craze is dying out, and eastern buyers are picking up all the

uppers and better grades of lumber through the old pineries. Ashland has more lumber inspectors and lumber merchants than any other city on Lake Superior, and in fact has always held supremacy on Lake Superior. The value of standing timber is as follows:

Hemlock	\$3,000,000
Birch	1,600,000
Maple	1,600,000
Pine	17,340,000
Elm	10,000
Basswood	100,000
Spruce	30,000
Cedar	60,000
Poplar	15,000
Oak	20,000
Ash	20,000
Total	\$23,795,000

On this page we also give a view of waney board pine. This has developed a large export trade within the past few years. The Penokee Lumber Company sends a large amount direct to Europe by way of River St. Lawrence, and the market was found to be quite profitable. The Cranberry Lumber Company also shipped a large consignment direct to the South American market, and under the new Pan-American commercial treaties, this trade is likely to be followed up with satisfactory results

LOG CUT FOR 1893.

Chequamegon Bay	Feet.
Wright & Ketchum	7,000,000
Shores Lbr Co.	48,000,000
Keystone Lbr Co.	39,400,000
W. R. Sutherland	11,000,000
W. H. Sawyer	12,000,000
B. Doherty	7,500,000
Sand River Lbr Co.	15,000,000
Chas. Crogster	2,500,000
J. T. Gregory	6,000,000
J. H. Knight	9,000,000
Boutin & Best	13,000,000
Fred Fischer	6,500,000
R. D. Pike	6,000,000
A. A. Bigelow & Co.	35,000,000
Bliss & Parsons	20,000,000
C. C. Thompson Lbr Co.	9,000,000
West Michigan Lbr Co.	20,000,000



ROLLWAY WHERE LOGS ARE BANKED.

Lumbermen give the number of feet of standing timber in the county of Ashland alone, about 10,000,000,000. A very conservative estimate is as follows: [The cedar and poplar in the table at the foot of this page is given in cords instead of feet.—Ed.]

Hemlock	3,000,000,000
Pine	4,335,000,000
Birch	800,000,000
Maple	800,000,000
Basswood	100,000,000
Elm	10,000,000
Spruce	10,000,000
Oak	10,000,000
Ash	10,000,000
Total	9,075,000,000

This amount of timber is worth per thousand, as it stands, as follows:

Hemlock, one dollar; birch, two dollars; maple, two; pine four; spruce and cedar, each three dollars; elm, one dollar; basswood, one dollar; poplar, one and a half dollars, and oak and ash, two dollars.

Cedar	20,000,000
Poplar	10,000,000
Total	30,000,000

D. W. Mowatt	5,000,000
I. P. Newton	3,000,000
Hynes Lbr Co.	10,000,000
Rogers	1,250,000
B. E. Peterson & Co.	2,500,000
E. C. Long & Co.	3,000,000
Geo. Hyland	5,000,000
Ed Brown	6,000,000
Miscellaneous	3,000,000
Total	305,250,000

Ashland county mills	
Mineral Lake Lbr Co.	15,000,000
Montreal River Lbr Co.	15,000,000
Penokee Lbr Co.	22,000,000
Van Buskirk Lbr Co.	15,000,000
Kimball & Clark Lbr Co.	11,000,000
Wadleigh & Scott Lbr Co.	6,000,000
Wm. Hazard Lbr Co.	5,000,000
Miscellaneous	3,000,000
Total	95,000,000

Iron River Mills	75,000,000
Brule Lbr Co.	10,000,000
Miscellaneous	10,000,000
Total	95,000,000

Recapitulation.	
Chequamegon Bay	305,250,000
County mills	15,000,000
Iron River and Brule	95,000,000
Miscellaneous	10,000,000

Grand Total Ashland District 515,250,000



WANAY BOARD PINE FOR EXPORT TO EUROPE

Northern Manufacturing Co.



ONE of the thriving local institutions which have developed in Ashland,—directly from Ashland's capital and resources—is the Northern Manufacturing Co., located on Eighth avenue west. It is a comparatively new plant, but has found no inconvenience in keeping its machinery humming with business. The Northern Manufacturing Company is really a development of the old Superior Lumber Company planing mill, in which the chief employes of the older institution have become the proprietors and stockholders of the new.

It was in March, 1892, that the present company was organized with the following stockholders—all of them practical workmen, with the exception of the three last named: Thomas Olson, John Johnson, Ole Johnson, Jas. Moi, Ole Karsmo, Charley Fargsta, H. Palmquist, Edward Olson, John Erickson, Charles Rood, Thomas Bardon, Dr. Edwin Ellis and Scott Ellis. It is good assurance of the success of an institution when competent and skilled men in the business have staked their faith with it.

The factory is kept busy turning out orders for mouldings, casing, all kinds of inside furnishings, sash, doors, blinds, stair work, shelving, etc. It is manufactured in every conceivable variety, and of all kinds of hardwood and pine. A large stock of mouldings and sash, doors, blinds, etc., is carried by the concern, so that orders can be filled on the shortest notice.

A fair sample of what the company is capable of turning out, will be the inside finishings of the new Shores residence—a perfect bewilderment of artistic carvings and moulding

in oak, cherry, birds-eye maple, birch, sycamore, pine, red cedar and mahogany.

The interior work of the First National bank, Security bank and Knight block was turned out by the same workmen who now compose the Northern Manufacturing Company.

The capital stock has been \$6,000, but as an evidence of the growing success of the institution, it was increased to



MILL OF THE NORTHERN MANUFACTURING CO., ASHLAND, WIS.

\$12,000 on March 1. During the past month a side switch from the Omaha railroad has been run up to the factory to accommodate patrons who send lum-



INTERIOR OF THE NORTHERN MANUFACTURING CO.'S MILL.

ber there to be dressed. It also gives them every convenience for bringing in and shipping their own lumber. The main factory building is at present

80x40 feet, and two stories high, but this will be enlarged about one half, by an addition early this spring, which will increase the capacity of the factory about fifty per cent. The dimensions of the engine room, dry kiln and furnace room, are 25x30 feet.

The interior work of C. A. Lamoureux's residence, the Norwegian Lutheran church, and the facing of Thomas Bardon's new office, were manufactured at this plant.

An energetic roster of officers was elected by the company—all of them thoroughly competent and experienced. They are as follows: President, Thomas Olson; Secretary and Vice-President, James Moi; Treasurer, Ole Johnson. The directors are as follows: Thomas Olson, John Johnson, H. Palmquist, John Erickson, James Moi, Chas. Fargsta and Chas. Rood.

The Northern Manufacturing Company is one of the solid institutions of Ashland. The vast quantities of all kinds of timber growing up to the very outskirts of Ashland, furnish an abundance of material which can be laid down in the city with little cost of transportation, and this city is therefore the natural location of mills of this kind.

The rapid growth of the institution is assured. With the rapidly widening field to supply, and the advanced position Ashland is taking as a lumbering center—there is certainly every indication that the future will hold out many opportunities for development—and the Northern Manufacturing Company is composed of just such hustlers as will see that every opportunity is well improved. Their work has already earned for them a reputation that it is the pride of the institution to hold.

Estimates for work in their line are cheerfully furnished and all out of town orders receive prompt attention. In fact the company is building up quite a large trade in the numerous towns in the neighborhood of Ashland, and the recent addition of shipping facilities, con-

venient to the mill, will undoubtedly greatly enhance the outside trade, as goods can be shipped direct from the mill to all points of the country.

Ashland's Planing Mills.

Scott, Hubbell & Taylor's Factory.



PROMPTLY on the tick of a watch, Ashland's planing mills and sash, door and blind factories give forth their shrill whistles three times a day. Planing mills have kept pace with the rapid development of the lumbering industry. There are four of them at present—all running to their fullest capacity—and every one of them contemplating extensive improvements this summer, which will increase the output for '93 by nearly fifty per cent. A large amount of the product of Ashland's saw mills is manufactured into dressed lumber and worked up for inside finishings and fashioned into artistic designs by these planing mills.

SCOTT, HUBBELL & TAYLOR'S MILL.

AN institution which has grown with surprising rapidity during the past few years, is Scott, Hubbell & Taylor's mill. Thirty men are employed at the plant the whole season through,—there is never a lull in the busy hum of machines. The proprietors are energetic and enterprising, and not a season has passed but some valuable improvements have been adoeed to their plant—which is evidence of the success they have earned. It is estimated that at least three fourths of the mill work turned out in Ashland for residences has been done at this plant.

All kinds of first-class inside finishings for residences and stores, in both pine and hard wood are manufactured and a large stock of sash, doors, blinds, mouldings, etc., are carried constantly on hand—or manufactured to order. The main building, of which a cut is

presented on this page, is 55x100 feet and two stories high. It is provided with the latest and most improved machinery—and the best skilled workmen only are employed to handle it. Besides this main building, the company has a dry kiln 20 x 50, with a capacity of 45,000 feet of lumber—a feature which gives this mill a valuable prestige. There are numerous moulding sheds and a large storage building for sash, doors, blinds, etc., also storage buildings for dressed lum-



J. H. TAYLOR. This mill a valuable prestige. There are numerous moulding sheds and a large storage building for sash, doors, blinds, etc., also storage buildings for dressed lum-

ments of stock to Minnesota and Michigan now make a very favorable showing.

The firm has the contract to furnish the mill work for the new sulphite mill, and is at present completing the work for the new North Wisconsin academy building. The handsome inside finishings of Gen. Fuller's residence at Bayfield—in pine and hard wood—were manufactured at this mill.

About a year ago the main building was nearly destroyed by fire—but the work of rebuilding was commenced by the proprietors immediately, and in a short time the hum of industry was resumed in far roomier quarters, and with a fine addition of new machinery.

The new addition to the plant would have been started long before this time, but the company has been so constantly rushed with "short-time" orders, that they could not give it the necessary attention. They have decided on the plans, however, and work will begin on it early this spring.

For quality of workmanship and for reasonable rates, no other concern around can outdo this plant. It is in the hands of experienced men, who know the ins and outs of the business.



JOHN F. SCOTT. and not a season has passed but some valuable improvements have been adoeed to their plant—which is evidence of the success they have earned. It is estimated that at least three fourths of the mill work turned out in Ashland for residences has been done at this plant.

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F. F. HUBBELL.



SCOTT, HUBBELL & TAYLOR'S SASH, DOOR AND BLIND FACTORY, ASHLAND.

ber. The new office, recently completed, is a model of neatness. It is finished with work turned out at their mill.

Among the improvements contemplated for this year, is another large work shop, which will be built on the lots directly opposite the main building. The dimensions are 40x100 feet, two stories. It will enable the company to turn out much more work, and will result in an increase of the number of men employed. With this new work shop, this plant will be the largest and most complete of its kind in Northern Wisconsin.

The wholesale trade throughout the state is rapidly increasing, and the ship-

The output of the mill for the year of 1893 will be greatly in excess of any previous year. The amount of money to be expended in labor will add very materially to the grand total of wages paid out to Ashland workmen, and it is the money thus distributed that helps a city.

J. F. Scott is a prominent citizen and has lived in Ashland since 1883. F. F. Hubbell came to Ashland in 1886, when the firm was organized. He is at present alderman from the Third ward, and commander of G. A. R. Custer Post. Mr. Taylor, one of the most practical mill men in the country, joined the firm in 1887, perfecting a strong combination of business tact in the euphonious firm title of Scott, Hubbell & Taylor.

SUMMER OUTINGS ON LAKE SUPERIOR.



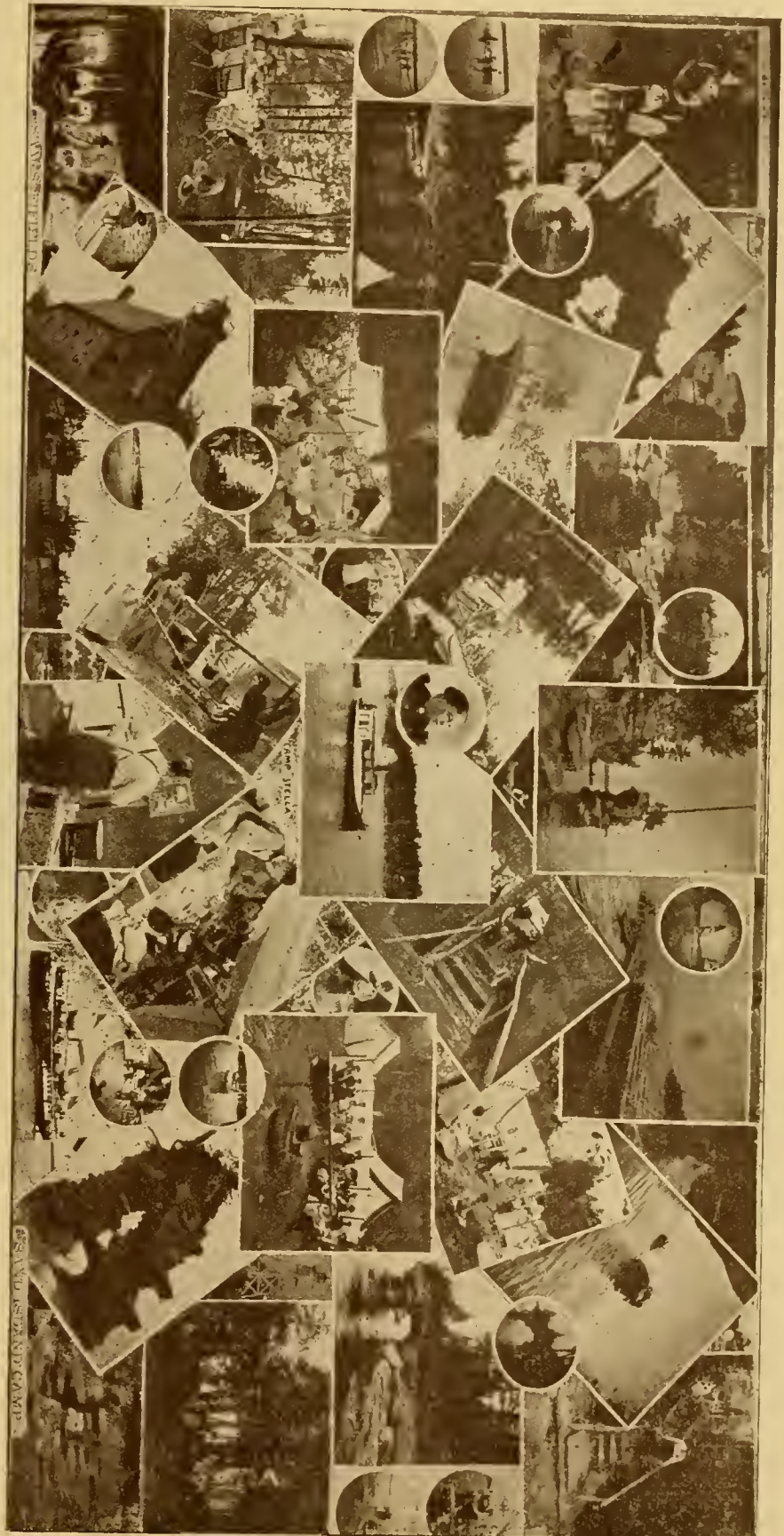
UPON the return of the season when the blue waves of Gitchie Gumme glisten in the bright summer sun, the sportsmen who visit our shores annually return with the swallows into the balmy atmosphere, that can only be found here in our Northland. The summer outing is the dream of thousands who pass the long winter months, slaves to their business callings.

No country in the world affords better facilities for gratifying the desire that seems to be born in almost every human being, to enjoy a season with Nature, than does our grand Lake Superior country. Its wild and romantic shores, its beautiful islands, its magnificent bays and harbors, its crystal lakes and streams—all bear a charm that to the lover of manly sports is almost irresistible. For many years it has been a favorite of thousands of tourists from all parts of the country, until now it is known far and wide. As a result, nearly every summer hundreds of its "beauty spots" are dotted with the white tents or occupied by the summer cottages, and happy groups enjoy the life and health-giving pleasures which are only to be found in camp life. And not only do the stranger tourists avail themselves of the privileges, but many of our own citizens have their "play spells" and turn gypsies, and the number who do this is rapidly increasing, as our cities become more the centers of society's fashionable conventionalities. There is room to breathe in all out-doors. There is that personal freedom from all restraint that expands body and soul, builds up and invigorates the mind and gives renewed strength to meet the trials and perplexities of life. The camp is the training ground of the people and its benefits are becoming better understood and appreciated every year.

Yachting on Chequamegon Bay.

CONSIDERABLE interest has been taken in yachting and regattas the past few years at Ashland. Chequamegon Bay is without a peer as a yachting course and the sport already rivals that of Lake Champlain and other eastern watering places. A large number of both steam and sailing yachts are owned in Ashland, and a Fish and Game Club was recently organized, with a large membership.

For several years past the DAILY PRESS has given medals and silver cups for an annual yacht race. The regatta this year promises to be of national interest and several new boats from the lower lakes are expected to enter.



Ashland and its Ore Shipping.



EAR after year the records of Ashland ore shipments increase until the aggregate of all other Lake Superior ports is outbalanced. An eminent Virginian has said of the Old Dominion, "We are bounded on the north by the aurora borealis, on the south by the equinox, on the east by the rising sun, and on the west by eternal salvation." Ashland is more modest. Its lake commerce extends on the north and east over the entire territory tributary to the great lakes, while its south-

amount of 13,260,206 tons produced by the Gogebic range, 10,210,595 tons, or 80 per cent has been shipped from Ashland docks. These official figures tell the story. This is the record of the iron industry in the New Wisconsin during its infancy. The treasures of the earth have barely been touched as yet. The future for many years will bring forth golden fruits. The Gogebic iron range can supply the world with iron. Iron is king, and Ashland is its capital. There are three great iron regions of the New World. One in Pennsylvania, the second in Alabama, and the third is on the shores of Lake Superior. The

first ton was shipped. The shipments of ore from Ashland for 1892, together with the figures for each year since Ashland became a shipping port follow:

WISCONSIN CENTRAL.	
Mines	Season.
Ashland	196,975
Aurora	295,012
Colby No. 2	57,513
Rand	17,700
Tilden	233,355
Colby No. 1	6,232
Iron Belt	140,618
Montreal, South Vein	833
Montreal, North Vein	38,657
Palms	100,350
Section 33, South Vein	10,432
Section 33, North Vein	4,248
Total	1,124,480

MILWAUKEE, LAKE SHORE & WESTERN.	
Mines.	Season.
Anyt	6,716
Brotherton	95,133
Comet	40,809
Careys	51,458
Imperial	8,515
Newport	137,725
Norrie	423,237
Osannah	6,132
Pabst	58,667
Sunday Lake	51,656
Windsor	32,625
Junk Pot.	3,943
Total	1,102,927



MILWAUKEE, LAKE SHORE & WESTERN ORE DOCKS, 2,521 AND 2,272 FEET IN LENGTH RESPECTIVELY.

ern boundary was formed by nature by the long semi-mountainous mass of granite and ore known as the Gogebic Iron Range, containing fifty iron mines, of which twenty-four shipped ore in 1892. London will be forever the great mart of the world. New York is the emporium of the new world. To Chicago the devious channels of trade of the Occident will ever flow. The Twin Cities are the natural centers of the grain and flour trade of the northwest. And thus Ashland is the natural and actual channel through which for generations to come, the unlimited wealth of the richest iron ore range of the world will flow. It is the port of the Gogebic range. Ore was first shipped from this range nine years ago. During the last eight years Ashland has been its natural shipping point. Of a total

total shipments of all the Lake Superior iron mines for the last thirty-seven years are given in the following official figures:

Lake Superior Iron Ranges.	Tons Shipped.
Marquette Range	37,917,591
Menominee Range	16,779,261
Gogebic Range	13,260,206
Vermillion Range	5,285,173
Mesaba Range	4,245
Total shipments since 1855	73,248,796

The Marquette range has shipped ore since 1855. The Menominee range began shipping in 1878. The Vermillion range shipped its first ore in 1884. The Mesaba is an experiment, having shipped but 4,245 tons in 1892. The Gogebic range is one of the newest of great iron ranges of Lake Superior, and yet, beginning only nine years ago, its shipments to date aggregate 20 per cent of the entire iron shipments of the five Lake Superior iron ranges since the

RECAPITULATION.	
Lake Shore	1,102,927
Wisconsin Central	1,124,480
Grand total of 1892	2,227,407

Years.	Tons shipped.
1885	191,412
1886	721,981
1887	1,040,730
1888	1,016,414
1889	1,584,802
1890	2,174,556
1891	1,253,493
1892	2,227,407

Total ore shipped from Ashland 10,210,595
 Ashland is the largest shipping port for ore on Lake Superior. Escanaba and Gladstone are on Lake Michigan, and through them passes much of the ore from the Michigan mines. The following table will show that Ashland has the largest shipments of any port on Lake Superior, exceeding those of Marquette by over two to one:

ORE SHIPMENTS, PORTS OF LAKE SUPERIOR.			
Ports.	1890.	1891.	1892.
Ashland.....	2,174,556	1,258,493	2,227,407
Marquette.....	1,307,395	1,066,027	993,113
Two Harbors....	826,063	890,299	155,490
Duluth.....			4,245
Totals.....	4,308,014	3,199,810	3,380,255

Over 1,300 ore vessels touched at the Ashland docks from May to December in 1892. Most of the ore was taken directly to Cleveland.

Ashland Ore Docks.	Ore Boats.
Wisconsin Central.....	664
Milwaukee, Lake Shore & Western.....	652

Total ore boats..... 1,316

The number of carloads of ore received in Ashland during the shipping

season is 100,416, or an average of 276 cars for every day of the year. This is an average for the shipping season of about 500 or 600 cars per day.

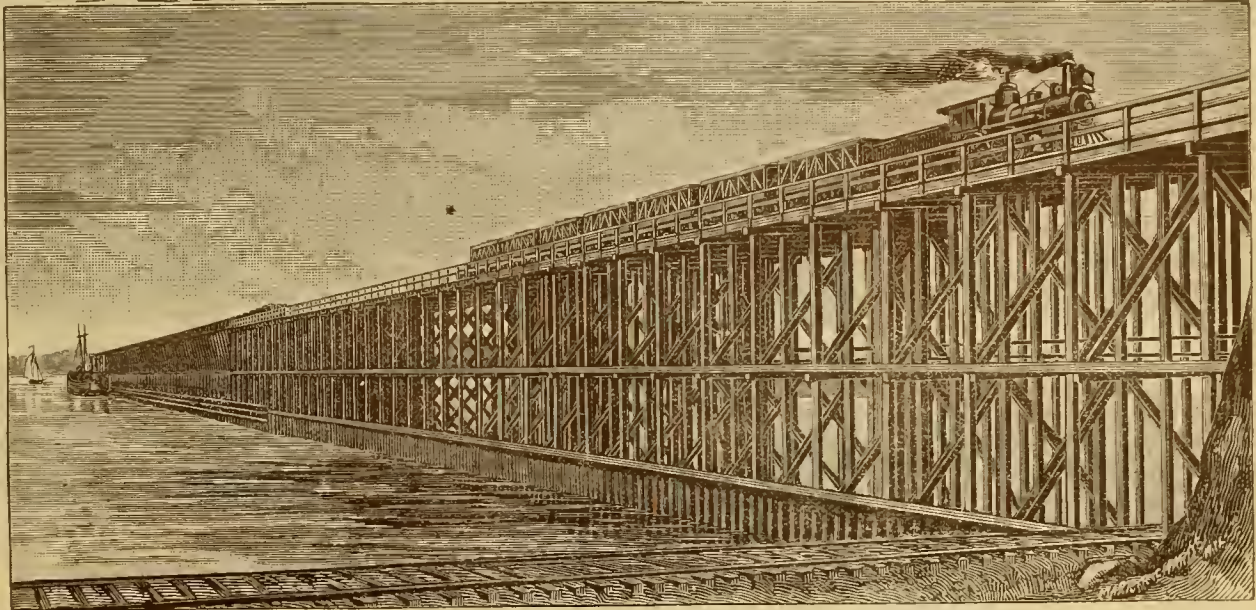
Ashland Ore Docks.	Ore Cars.
Wisconsin Central.....	51,207
Milwaukee, Lake Shore & Western.....	49,209

Total ore cars unloaded in Ashland in 1892..... 100,416

The average freight rate on ore from Ashland to Ohio ports for the last eight years is \$1.30 contract rate, and \$1.43 "wild" rate. The charge to vessel for handling ore is 19½ cents. The average rates of freight on ore and coal presented in the following table is taken from the best possible sources of information

The average is made up from the daily charters of two or three brokers and shippers doing most business from this port. The figures represent the average of rates ruling from day to day throughout the season:

AVERAGE FREIGHT RATES IRON ORE TO OHIO PORTS.		
Year.	"Wild" Rate.	Contract Rate.
1885.....	\$1 25	\$1 15
1886.....	1 75	1 25
1887.....	2 25	2 00
1888.....	1 43	1 25
1889.....	1 34	1 25
1890.....	1 17	1 35
1891.....	1 11	1 10
1892.....	1 15	1 25
Average Ashland rates	\$1 43	\$1 30



THE WISCONSIN CENTRAL ORE DOCK. LENGTH 3,420 FEET

Official Table of Total Shipments from the Gogebic Iron Range.

GOGEBIC.	1884	1885	1886	1887	1888	1889	1890	1891	1892	Total.
Albany (A).....						19,386				19,386
Anvil.....				10,075	24,676	47,000	45,690	73	42,090	169,604
Ashland.....	6,741	74,015	175,503	164,144	248,101	435,949	267,439		231,896	1,603,848
Atlantic.....				1,369						1,369
Aurora.....	4,249	94,553	159,252	179,937	196,732	246,696	83,554	319,482		1,284,454
Bessemer.....		4,788	16,101							20,889
Blue Jacket.....				1,799						1,799
Bonnie (B).....				1,094						1,094
Brotherton.....		8,880	21,721	40,639	53,267	80,486	46,574	130,893		382,400
Cary.....							116,293	121,186	106,484	400,415
Colby (C).....	1,022	81,302	257,432	288,518	285,880	136,833	193,038	38,034	304,241	1,550,300
Comet.....							2,882	10,144	54,779	67,805
Davis.....							1,497		11,754	23,251
Eureka.....							23,794	13,907	10,655	48,356
Father Hennepin.....					28,721	38,798	63,903	16,759		147,181
Federal.....							31,150	6,778		37,928
First National.....				1,997						1,997
Germania.....	5,468	19,734	61,714	53,918	103,169	52,000	22,385	4,283		322,669
Globe.....					10,039	9,814				19,853
Imperial.....									8,515	8,515
Iron Belt.....					30,000	51,551	110,368	1,506	161,635	355,060
Iron Chief.....			9,870	2,249						12,119
Iron Chief No. 2.....			551							578
Iron King.....			20,184	74,656	69,145	11,105				175,080
Ironton.....			18,424	24,762		8,635				51,821
Ironwood.....						3,133				3,133
Jack Pot.....									3,944	3,944
Kakroon.....			18,497	52,179	1,228					71,904
Lowell.....							6,247	300		6,547
Montreal.....		17,24	24,378		20,631	42,724	16,704	56,133	58,728	236,538
Mt. Hope (B).....						25,882	71,488			97,370
Newport.....								103,606	165,962	271,568
Nimikon.....		4,105	23,217	1,313						28,635
Norrie.....		15,419	124,844	237,254	412,196	674,394	906,728	758,572	985,216	4,114,523
Oniah (D).....			13,714	30,475	5,412	13,354	1,065		6,711	70,731
Pabst.....		1,103	17,979	19,906	49,976	96,990	172,060	130,226	113,245	601,485
Palms.....				1,414	9,725	35,245	50,604	32,227	102,382	231,597
Pence.....					26,687	574				27,261
Prout.....					4,987	7,997				12,984
Ruby (Puritann).....		16,388	45,000		3,058	9,472	11,694	918		86,525
Section 33.....						73,370	126,963	38,576	14,681	253,590
Sparta.....									2,912	2,912
Sunday Lake.....		1,405	10,963	18,137			6,010	64,902	56,046	157,463
Superior.....			2,690	27,763			36,075	10,710	14,277	92,115
Trezona.....						37,747				37,747
Trimble.....			10,780	12,764	2,387					25,931
Tyler's Forks.....							10,683			10,683
Valley.....										1,878
Vanderbon.....		1,173								1,173
Windsor.....						14,576	37,210	97	53,242	105,125
Total.....	1,022	119,860	747,589	1,303,267	1,424,699	2,016,391	2,847,786	1,825,599	2,973,993	13,260,206

A—Included in Pabst. B—Now in Newport. C—Includes Tilden. D—1891 shipments in Cary.

The Ashland ore docks, cuts of which are given on these pages, are among the very finest in the world. They are unequalled in size by any on the Great Lakes. The Lake Shore docks were completed in 1885, and the first train load of ore arrived in Ashland July 14, 1885, from the Germania mine. No ore was shipped until July 29, 1886, when the barge Cormorant cleared for Cleveland with 1,300 tons of ore. The two Lake Shore docks are parallel, and extend into Chequamegon Bay 2,524 and 2,272 feet respectively. They cost \$500,000 and are two hundred feet apart.

In 1887, the great mining boom occurred, and the Colby, Pewabic, Brotherton, Ashland and a half dozen other mines became shippers. The Wisconsin Central ore dock was completed June 1, 1887. It is longer than either of the Lake Shore docks and its cost is \$280,000. All three ore docks are forty-five feet high and they are constantly covered with ore trains night and day during the shipping season. The ore is dumped through the bottom of the cars into the "pockets" which hold about a dozen car loads. The ore spouts on the sides of the dock are lowered to the vessel's hold, and, aided by the energetic efforts of squads of "ore punchers" armed with long iron-pointed poles, the vessel is soon loaded. In the hold a gang of ore trimmers are kept busy trimming the vessel as fast as the ore comes down.

On page 48 is a table showing the relative shipments from these docks for '92. The three docks are 1 3-5 miles long. They are lighted with hundreds of electric lights, and with red and blue signal lights plentifully intermixed, make a very pretty picture from the bay or from any part of the city.

Ashland and the 'Soo' Canal.

laden ore boats take the "short cut" through the Portage canal, thereby saving a hundred miles in rounding Keweenaw Point. No vessels have been lost for years on this route, excepting the Lucerne, which went down off Madeline Island in 1887, and the ill-fated Western Reserve, which was engulfed between Keweenaw Point and the "Soo." last fall. The latter was bound for Ashland for a cargo of ore.

The scenery is the most beautiful to be found anywhere on the great lakes.

EVERY year the volume of business through the great canal that is the avenue of all the commerce of Lake Superior increases until now it far exceeds the Suez canal. In exact ratio, Ashland's commerce increases. The "Soo" canal and the port of Ashland are very intimately connected. What the Thames is to London, the Mersey to Liverpool, the Seine to Paris, the Narrows to New York and the Mississippi to New Orleans, the Sault Ste. Marie is to Ashland. Ashland could not exist without the "Soo." The "Soo" would find itself, were it not for Ashland, like Othello—its occupation would be gone. The official figures for 1892, show that Chicago is the greatest shipper on Lake Michigan, Buffalo on Lake Erie, while Ashland leads all Lake Superior ports in the grand total of tons shipped through the great canal. The "Soo" canal is about three

hundred miles from Ashland, as the crow flies. It takes two days for a heavily laden ore, lumber or coal boat to make the trip. All excepting heavily

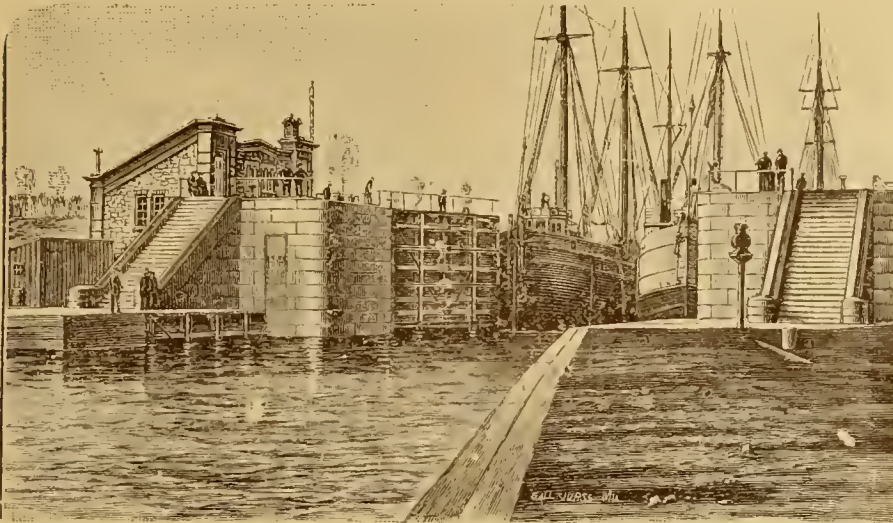


LOCKS AT THE SAULT STE. MARIE CANAL.

Statement of the Commerce Through St. Mary's Falls Canal From its Opening in 1855 to 1893.

Year.	Sailing Vessels.	Steamers.	Unregistered Craft.	Total Passengers.	Actual Freight.	Passengers.	Coal.		Salt.	Copper.	Iron Ore.	Lumber B. M.	Silver Ore and Bullion.	Building Stone.	Date of Opening.	Date of Closing.
							Tons.	Tons.								
1855	[a]	[n]	[b]	[a]	(c)	4,270	1,414	1,040	587	3,196	1,447				June 18	Nov. 23
1856	[a]	[a]	[b]	[a]	(c)	4,674	3,968	781	464	5,527	11,597				May 4	Nov. 28
1857	[a]	[a]	[b]	[a]	(c)	6,650	5,278	1,325	1,500	5,560	26,184				May 9	Nov. 30
1858	[a]	[a]	[b]	[a]	(c)	9,236	4,118	2,597	950	6,744	31,035				Apr. 18	Nov. 21
1859	[a]	[a]	[b]	[a]	(c)	.....	8,884	5,504	2,737	7,247	65,769				Apr. 18	Nov. 21
1860	[a]	[a]	[b]	(a)	(c)	.....	.....	.....	.....	9,000	120,000				May 11	Nov. 26
1861	[a]	[a]	[b]	(a)	(c)	8,816	11,507	4,194	3,014	7,645	44,836				May 3	Nov. 14
1862	[a]	[a]	[b]	(a)	(c)	8,468	11,346	6,438	2,477	6,681	113,014				Apr. 27	Nov. 27
1863	[a]	[a]	[b]	(a)	(c)	18,281	7,805	6,681	1,566	1,044	181,567				Apr. 28	Nov. 24
1864	1,045	366	[b]	1,411	(c)	16,985	11,282	7,643	1,776	5,331	213,753				May 12	Dec. 4
1865	602	395	[b]	997	(c)	19,777	.....	7,316	3,175	9,935	147,459				May 1	Dec. 3
1866	555	453	[b]	1,008	(c)	14,067	19,915	13,235	4,454	9,556	152,102				May 5	Dec. 3
1867	839	466	[b]	1,305	(c)	15,120	22,927	20,602	5,316	1,585	222,861				May 4	Dec. 3
1868	817	338	[b]	1,155	(c)	10,590	25,814	22,785	4,624	12,222	191,939				May 12	Dec. 3
1869	939	399	[b]	1,338	(c)	17,657	27,850	23,851	5,910	18,662	239,368				May 4	Nov. 29
1870	1,397	431	[b]	1,828	(c)	17,153	15,932	42,959	11,089	11,301	409,850				Apr. 29	Dec. 1
1871	1,064	573	[b]	1,637	(c)	15,859	46,798	54,984	36,199	14,562	327,461				May 2	Nov. 29
1872	1,212	792	[b]	2,004	(c)	25,830	80,815	86,191	42,690	14,591	383,165				May 11	Nov. 26
1873	1,519	968	[b]	2,517	(c)	30,966	96,780	44,920	29,335	15,927	504,121				May 5	Nov. 13
1874	833	901	[b]	1,734	(c)	22,958	61,123	31,741	42,231	15,346	427,658				May 12	Dec. 2
1875	560	1,464	[b]	2,033	(c)	19,685	101,260	51,381	43,989	18,396	493,468				May 12	Dec. 2
1876	684	1,733	[b]	2,417	(c)	30,286	124,734	64,091	46,666	25,756	609,752				May 8	Nov. 26
1877	1,401	1,059	[b]	2,451	(c)	21,800	91,975	39,971	63,188	16,767	568,082				May 12	Nov. 30
1878	1,091	1,476	[b]	2,567	(c)	20,394	91,856	14,882	63,520	22,529	555,760				Apr. 2	Dec. 3
1879	1,403	1,618	100	3,121	(c)	18,979	110,743	39,218	92,245	22,309	549,075				May 2	Dec. 3
1880	1,718	1,735	50	3,502	(c)	25,766	170,501	46,791	77,916	21,753	677,073				Apr. 23	Nov. 15*
1881	1,706	2,117	181	4,004	(c)	24,671	295,647	87,839	65,897	29,488	748,131				May 7	Dec. 5
1882	1,663	2,739	372	4,774	(c)	29,256	439,184	92,870	176,612	25,409	987,661				Apr. 21	Dec. 3
1883	1,454	2,629	237	4,316	(c)	26,705	39,130	714,444	109,910	69,842	791,732				May 2	Dec. 11
1884	1,709	3,609	371	5,689	(c)	54,214	706,379	72,428	144,864	30,062	1,136,071				Apr. 23	Dec. 10
1885	1,680	3,354	337	5,369	(c)	36,147	894,991	69,842	136,365	31,927	1,235,122				May 6	Dec. 2
1886	2,534	4,584	306	7,424	(c)	27,008	1,009,999	115,208	158,677	38,627	2,067,809				Apr. 25	Dec. 4
1887	2,562	5,968	825	9,355	(c)	32,668	1,352,987	74,918	234,908	34,886	2,497,713				May 1	Dec. 2
1888	2,009	5,306	489	7,803	(c)	25,578	2,105,041	63,703	210,433	28,966	2,570,517				May 7	Dec. 4
1889	2,635	6,501	443	9,579	(c)	25,712	1,629,197	57,561	168,250	33,456	4,095,855				Apr. 15	Dec. 4
1890	2,872	7,268	417	10,557	(c)	24,856	2,176,925	116,327	179,431	43,729	4,774,768				Apr. 20	Dec. 7
1891	2,405	7,339	447	10,191	(c)	26,190	2,507,532	69,741	234,528	69,190	3,560,213				Apr. 27	Dec. 3
1892	3,324	8,737	519	12,580	(c)	25,896	2,004,266	101,520	275,740	61,993	4,991,132				Apr. 18	Dec. 6

[a] No record kept until 1864.
 [b] No record kept until 1879.
 [c] No record kept until June, 1881.
 [d] None shipped from Lake Superior until 1887.
 [e] None shipped from Lake Superior until 1870.
 [f] No record kept until 1881.
 * Excluded from calculation of average dates.



ST. MARY'S FALLS CANAL—VIEW OF LOCKS FROM BELOW, OPEN.

During late years the "Soo" has attracted the attention of the world on account of the tremendous tonnage passing through it, exceeding that of any canal in the world. Last season the attention of Canada, England and the United States were more particularly drawn to it by President Harrison's proclamation levying a tax on all Canadian commerce passing through it, in retaliation for discriminations in favor of Canadian vessels passing through the Welland canal. In February, 1893, Canada receded from its position, and the "Soo" is open to the commerce of both countries. The Canadian government is pushing forward to early completion a canal of its own just east of the "Soo," and running parallel to it, through which the commerce of the north shore will soon pass.

The tonnage of the "Soo" canal is one-fourth that of all the railroads of the United States. This is shown by government statistics. Of every four tons of freight that is locked through the "Soo," nearly two are from the port of Ashland. This tells the story. A comparison of the figures in the statement on page 50, showing the commerce through St. Mary's Falls canal for each year, from its opening in 1855, shows an enormous yearly increase. It must be borne in mind that Ashland is the great "feeder" of the canal. An increase in the ore business always shows a corresponding increase in the other. Figure the yearly percentage of increase of business at the canal and you have almost the exact figures for Ashland.

A total of 25,896 tourists passed through the "Soo" during the summer of '92, as seen by the official figures.



VIEW OF OLD FORT BRADY.

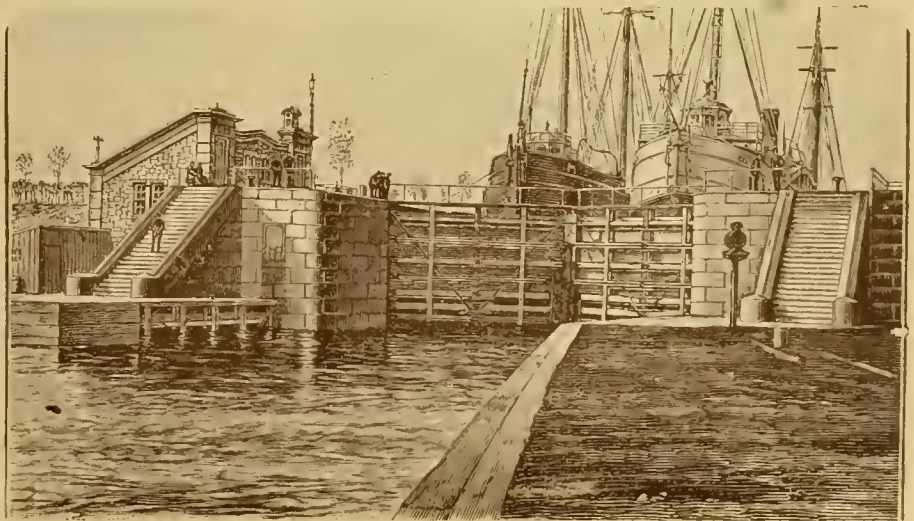
Ninety-five per cent of these came from or to Ashland. Of the 101,520 tons of pig iron shipped through the "Soo"

nearly every ton was manufactured in Ashland, of Ashland ore. Of 4,901,132 tons of iron ore, 2,227,407 tons were shipped from the port of Ashland in '92. Of the 512,844,000 feet of lumber, 285,000,000 was shipped from Ashland. Of coal and salt, it is sufficient to say that Ashland has the largest coal and salt docks on Lake Superior. The table given, with the exception of flour, is complete, of which there were 5,418,135 barrels shipped in '92, 40,904,780 bushels of wheat and 1,666,690 bushels of other grain.

The table on page 50 is official and prepared by the United States government officers. It was obtained through the courtesy of Editor C. S. Osborne, of the bright and popular paper, the Sault Ste. Marie News. Sault Ste. Marie is one of the best towns on Lake Superior and is rapidly forging ahead in improvements and industrial enterprises. Mr. Osborne has been closely identified with building up this promising city, and through his kindness we are permitted to publish a view of the historic Fort Brady and views of the locks open and closed.

There is no place of more particular interest to the people of Lake Superior than the famous "Soo" canal. It is the great artery of the commerce of the Inland Seas.

The outlook for the "Soo" in 1893, is that it will surpass all previous records. The D. S. S. & A. railroad and the "Soo" lines make Sault Ste. Marie their eastern terminus. Congress is beginning to appreciate the magnitude of the great Lake Superior commerce.



ST. MARY'S FALLS CANAL—VIEW OF LOCKS FROM BELOW, CLOSED.

The Ashland Normal School.



SOMETIME in the near future Ashland will have a State Normal school. The legislature now in session will be asked to make provisions for the location of a state normal school.

There are several cities competing for the school and there seems to be an attempt on the part of the board of normal regents to induce cities to offer a bonus for the location of this school. The school ought to be located where it will do the most good, consideration also being had as to the immediate surroundings where located. The state of Wisconsin cannot afford to go into the market and ask for bids after the manner of bankrupt manufacturing concerns. The fund set aside for these normal schools is ample to buy sites and build buildings, without any bonus from any city.

The school ought to be located at the point where it would be most accessible to those needing it. These schools, so far as past experience is an indication, take the place of academies and the university, to a large extent, for the poorer class of students, who cannot afford to incur the expense of these other institutions, and they have been a great factor in the preparing of young ladies for school teachers. In other words, they are schools patronized principally by students who expect to be obliged to

earn their own living, and, in fact, are often paying their own way through the schools. Every mile travelled to and from the school is an added expense. The further away from their home the more difficult it is for them to attend the school and the less likely are they to get the benefit.

Such being the case, it is absurd to say that the state will locate the school

at the place offering the largest inducements. It might well be the place that could not afford to offer any bonus or inducement would be the only suitable place for the school.

Ashland has not offered a bonus, and probably will not. If the policy of the regents is carried out it may offer a site. A glance at the map of the state of Wisconsin ought to convince any reasonable person, that for Northern Wisconsin, Ashland is the most central and most accessible city at which the normal school could be located.

There is in Northern Wisconsin nothing to take the place of a normal school. There is no substitute, and students desirous of obtaining an education better than the high school must travel several hundred miles.

On the whole the PRESS fully believes that there is no location for the normal



THE PROPOSED NORMAL SCHOOL



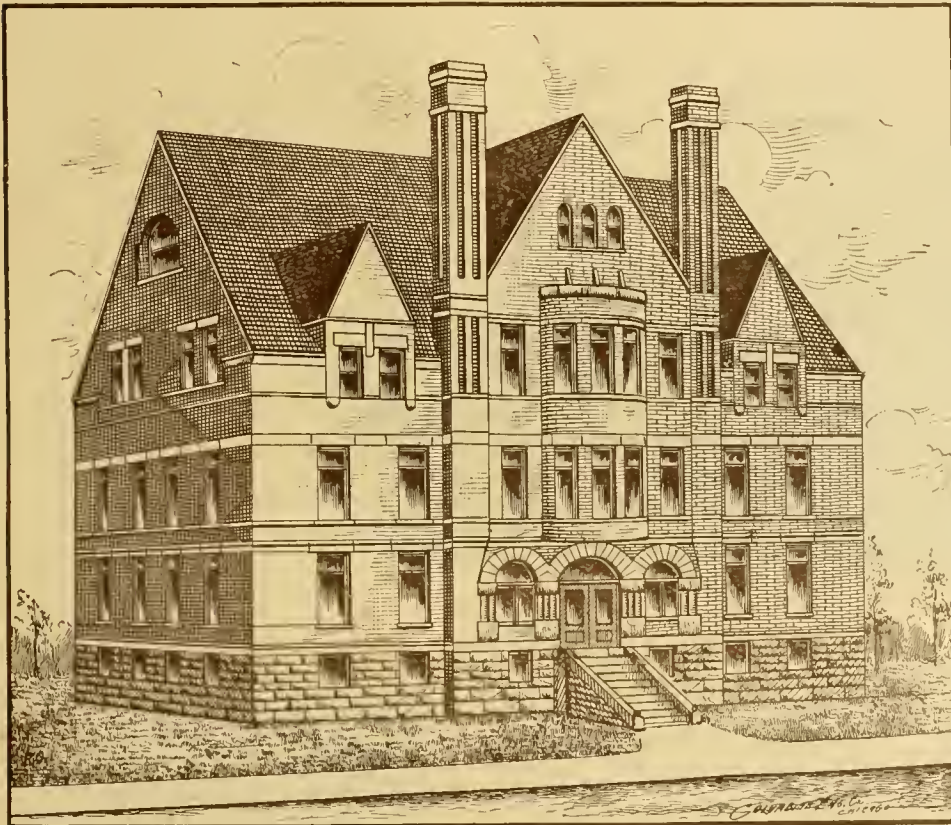
View from a Balcony

school, north of Oshkosh and Black River Falls, equal to Ashland in accessibility, and beauty of scenery, healthfulness of climate, and all the requisites necessary for a first-class location. Ashland county has contributed since its organization, about \$175,000 from the sale of swamp lands alone in the county, to the fund from which the money is taken to build these normal schools and it would seem, as a mere matter of simple justice, it ought to receive some of the benefits of the moneys thus paid, by the location of the school here.

North Wisconsin Academy.

MUCH has been said of this institution which has become one of the acquisitions of the city of Ashland during the past year. As its name indicates, it is a school of higher learning. It was projected by prominent philanthropists and educators from all over the state and from Minnesota, in connection with an educational conference held at Pratt,

"Scoville Hall" of Beloit College, said to be one of the best equipped in the state. It will be a little larger than the Beloit building and will cost \$30,000. In addition to this building the trustees are planning to erect during the summer a ladies' cottage and a boys' dormitory at a cost of about \$10,000 each. It is also hoped that by the opening of the fall term, provision can be made for a power station with allied buildings for industrial work, so that students can do something in the industrial line while



THE NORTH WISCONSIN ACADEMY, ASHLAND, WIS.

in 1891. It was bid in by Ashland in competition with other towns in North Wisconsin June 20, 1892. Its bonus offer was about twenty acres for a site in the most eligible and picturesque part of the city, besides a subscription of \$30,000. Since the acceptance of the Ashland offer, the management has cleared the campus of the school, prepared plans for a building to serve as an assembly and recitation hall, and let contracts for the erection of the same, to be completed by the opening of the spring term early in April next. This building is modeled after the beautiful

pursuing a course of study. The above buildings in process of construction and planned for, indicate somewhat the aim of the institution, which is co-educational. It is to afford the young men and young women of its constituency, the most thorough mental and moral training, with such practical studies as will equip them for the practical responsibilities of life. It also seeks to furnish such means of self-help as will enable any person of earnest purpose to avail himself or herself of its advantages. The curriculum of study adopted shows that it combines the virile elements of

old classical academies of New England, with the musical and applied studies of the present day. The courses of study are distributed through three general divisions, the college preparatory, the academy course and the conservatory of music. The college preparatory prepares young men and young women for the best colleges in the country. This preparation includes both classical and scientific studies. The academy course is complete in itself and is designed for those who cannot complete a college course and yet who desire more than the average training. By a system of optional studies in this course, a student may make prominent his business preparation or his training for the work of teaching or his musical culture.

SCHOOL OF MUSIC.

The School of Music teaches music as a science and as an art. Instruction is given through lectures by competent instructors and by private lessons in the art of vocalization. Besides teaching vocal music, special instruction is given on the pianoforte, violin, viola, violincello, guitar, and mandolin.

Unlike many of its sister institutions, where music is an afterthought, the Academy embraced the science and art of music as a part of its corporate life from the very beginning of its career.

To this end music courses, the equal in every particular of the literary department, have been provided. By means of these courses a student may begin with the rudiments of any branch of music, and progress to the zenith of musical execution and literature.

Great care has been exercised in the selection of the corps of instructors, to employ only those thoroughly competent in their respective departments.

LOCATION.

For the present scholastic year the School of Music will be located in the Vaughn Library building, corner of Vaughn avenue and West Second street, Room 23. This is also the Director's office.

The following is a list of the officers and teachers of the school:

LITERARY DEPARTMENT.
 SAMUEL T. KIDDER—Principal.
 MISS GRACE L. GIBSON, Ph B—Lady Principal.
 CHAS. L. FRENCH, A. B.—Instructor in Mathematics and English Studies.
 ALONZO T. MENDUM—Instructor in Business Branches.
 MISS MABEL THOMSON—Instructor in Mathematics and History.
 SCHOOL OF MUSIC A. W. COLLINS, DIRECTOR.
 Pianoforte—A. W. COLLINS, MRS. MARY COLLINS.
 Voice Culture—A. W. COLLINS.
 Lecturer and Musical Advisor—MR. W. M. CROSS.
 Violin, Violincello, Viola and Contra Bass—HERR FRITZ SCHLACKER.
 Banjo, Guitar, Mandolin and Zither—MISS ELLEN HOPK.
 Harmony and Theory of Music—A. W. COLLINS, MR. W. M. CROSS.

Ashland and its Schools.

SCHOOLS are the best index to the general tenor of any city's culture and intelligence. Ashland takes special pride in its schools,—public and private. Its public school system is second to no other city in the state.

The board of education, of which Dr. Edwin Ellis is president, and Messrs. Rev. J. D. Nelsenius, Thomas Bardon, John H. Knight, Dr. M. S. Hosmer, Geo. F. Merrill and W. H. Hogan are directors, has labored earnestly to secure ample accommodations for the rapidly increasing school population. To this end, it has within the year just closed erected one new two-department building near the Lake Shore Junction and added four departments to the school building located on Ninth avenue west, making in all an addition of six new departments. This, however, is only just sufficient to accommodate the number of pupils at present enrolled, and before another year passes another eight-department building will have to be erected to accommodate the pupils seeking admission to the public schools. The board of education engages none but well-qualified, successful and experienced teachers, pays liberal salaries and thus secure the best talent in the state.

BUILDINGS AND TEACHERS.

The school buildings are seven in number, besides the High school, and so situated as to afford the best possible accommodation.



CHAS. GLEASON, PRIN.

The schools have grown from a teaching force of six in 1886 until there are now more than thirty teachers employed. The organization and supervision is under the direction of Mr. J. M. Turner, who

has been in Ashland six years, and now devotes his entire time to this work.

The teachers in the High school are: Chas. Gleason, principal, and Miss Terese Monaghan, Miss C. B. Starkweather, Miss M. D. Rodman assistants, and Miss Carrie Field have charge of the eighth grade and Miss Elvira Weaver, the seventh. Mr. W. B. Phillips presides in the sixth grade and Misses Alice Royce and Ellen Buchanan in the fifth, a part of the latter grade being in the Ninth avenue building. The above departments are in the High school building which stands in the same block with another building in which Miss Anna White and Miss Terese Dolan have



THE HIGH SCHOOL BUILDINGS.

fourth and third grade and Misses Anna O'Connell, Hattie Eaton, Elsie Tennant and May Simpkins the primary rooms.

At the Ninth avenue building Miss Emma Buchanan is principal and second grade teacher. Miss Ella Buchanan, fifth grade, Miss Gertrude Emmerton, fourth, Miss Minnie Southwick, third, Miss Ada Forrest, second, Misses May Robinson and Eugenia Rollins, primary, are the other teachers in this building.

In the First ward school Miss Bessie Pike and Miss May Hallett have second and first grades respectively.

Miss Harriet B. Smith and Miss Mattie Dockery have charge of the work in the Third ward departments.

Miss Lizzie Clark is principal in "Bay City" and is assisted by Misses Nellie Kane, Millie Putnam and Lidah Doolittle.

Miss Maggie Darling has charge of the pupils of Parisville and Miss Mary Dolan is located at the Lake Shore addition.

In the High school department three courses are offered.

A two years commercial course intended to fit pupils for positions in any of the lines of commerce. A four years English course and a four years modern classical course, one or the other of which will fit students for any course, except the ancient classical, at the State University.

THE SENIOR CLASS.

The twelfth grade includes Ida Meyer, Ella Bremner, Marie Berg, Grace Merrill and Arthur MacNolty.

THE ALUMNI.

Since the organization of the High school five classes have been graduated.

CLASS OF 1888.

Robert Ritchie, clerk, Lake Shore office; Wm. Romeson, Ashland; Cora Dumez, Mrs. Ballard, Ashland.

CLASS OF 1889.

Ida Pearce, Mrs. F. French, Ashland; Lizzie Bicksler, postal clerk, Ashland; Ida Holmes, teacher, Glidden; Grace Sutherland, student, Lasselie Seminary, Aburndale, Mass.; Chas. Gallagher, insurance agent, Ashland; Willard Fisher, cashier, Wisconsin Central office.

CLASS OF 1890.

Stella Stewart, milliner, Ashland; Daisy Bailey, Ashland; Ella Bardwell, cashier, A. P. Conner's, Ashland; Faith Prince, Ashland; Merton Potter, collector, Wisconsin Central freight office; Wm. Baldwin, librarian, Vaughn Library; Bruce Harrison, class of '96, Wisconsin University; May Sargeant, Ashland.

CLASS OF 1891.

Evelyn Calef, student, Oshkosh Normal; Max Fisher, clerk, First National Bank; Willie Ritchie, clerk, Central freight office.



CITY SUPT. J. M. TURNER.

CLASS OF 1892.

Holton Scott, class of '96, Madison University; Pearce, Tomkins, class of '96, Madison University; Mollie Jacka, Ashland; Laura Wharton, Ashland; Wm. Leany, student, Ashland; Rob't Barr, machinist, Chicago; Ellis Fisher, clerk, Northern National Bank; Otto Ihk, druggist, Milwaukee; Ida Schaeffer Ashland; Eunice Newland, Ashland.

St. Agnes Catholic Church and School.

IN the round of city interests, a glance at St. Agnes schools and church tells us that there the hand of progress is alive.

The spacious sanctuary of St. Agnes church, one year ago scarce seeking a foundation, is now complete, paid and furnished. To the north and sides beautifully decorated windows give a pleasing effect to the structure, while a magnificent gothic altar ascends its inner walls to the height of thirty-five feet. New pulpit, confessionals and statuary are a late addition to the church furnishings, with handsome stations of comparing style.

Annual reports state that 1893 finds St. Agnes' church almost free from indebtedness and the parish flourishing under the skillful management of their beloved and reverend pastor, Rev. Fabian Richstiene, O. S. F., and the Franciscan Fathers.

In the basement of the church it is found well fitted and lighted, and in use by the Polish speaking people, who of late enjoy the dignity of the support of a Polish pastor. Rev. Father Domian numbers the fourth Franciscan Father laboring and permanently established in our city.

SCHOOL.

In the schools is found the same live energy throughout. Seven teachers are co-workers in the educational instruction and about 400 or more children are diligently climbing the ladder of "Onward and upward."

In the lower rooms, first and second primary, we find the basis founded on latest approved methods with every essential to aid the child in the much-talked-of "object lessons," while in the intermediate and grammar grades a thoroughness of unrivalled principle marks the feature of a classic education.

A little apart, in another building, is the High school, youthful we learn, in its origin, but surpassingly bright in intellect. There we find the preparatory

and junior classes ably covering arithmetic, algebra, grammar, ancient and modern history, physiology, constitution, physical geography, literature, commercial law and bookkeeping, while the seniors are making a special of rhetoric, botany, zoology and geometry.

Besides this, they conduct a Literary founded on parliamentary principle and connected with a Reading Branch, which forms a most interesting part of the Friday weekly exercise. The rooms throughout are generously supplied with standard apparatus, and in the High room is a rapidly growing library. A World's Fair exhibit has just been finished in the different grades, which, according to examiners' estimate, "will be hard to excel by any school of the same grade in the northwest."

CONVENT.

Opposite the school on Front street is



THE NINTH AVENUE PUBLIC SCHOOL BUILDING.

the new Sacred Heart Convent, erected in 1892 by the Franciscan Sisters of La Crosse for the purpose of accommodating those seeking special privileges of education and instruction; it also affords an opportunity for pupils seeking advancement in art and music.

The German Lutheran School.

THE teacher of the German Lutheran school is Mr. Edward Gruett, the directors being Rev. H. Restin, Mr. Chas. Ziehlsdorff and Mr. Fr. Mueller. The pupils in this school are instructed in the English language, in spelling, reading, writing, geography, United States history and arithmetic, and in German language in reading, writing, grammar, and religion, Rev. H. Restin specially instructing the elder children in religion. The school is attended by between seventy and seventy-five children, the average attendance being about

sixty-six. The increase after Easter will be about 50 per cent. The school is supported solely by the congregation. The primary books in German and English are given gratis by the congregation. The school house is a one-story frame building, situated behind the new capacious church on Prentice avenue.

Gordon's Typewriting and Shorthand College.

AMONG the educational institutions of Ashland is Gordon's Typewriting Shorthand Business College. The school was started about a year ago and now has a large attendance. Prof. Gordon has instructed a large number of the best stenographers and typewriters in the city, and his class increased to such an extent that he found it necessary to open a college in room 4, new Garnich block. Shorthand and typewriting work is also done on short notice. There are few

new institutions that give promise of more rapid growth than Gordon's business college. A large number of students from the high school take a separate course,

Parsons' Business College.

THERE are perhaps a few men more widely known in connection with the work of conducting business colleges than Prof. Parsons. Parsons' business colleges are known far and wide. A branch college has been established in Ashland and has proven very successful. Prof. Parsons, who has charge of the work here, conducted a course in commercial studies in the public schools. The Parsons

Business College will open in rooms in the First National Bank building for work this year.

General Educational Matters.

THERE are a large number of literary clubs and musical organizations in Ashland which properly come under this head, and mention must also be made of the proposed summer school to be held on Madeline Island. The "Mouday Club," consisting of ladies of Ashland, is taking up advanced topics in history and philosophy. The Chautauqua Circle and scores of similar organizations give the city the tone of a Western Athens in intellectual matters.

There is already a move on foot to make the summer school a "Brooks Farm" era in the intellectual development of the "New Wisconsin." On one of the ideal isles of Inland Sea there is room for a "feast of reason and flow of soul."

One of Ashland's Homes.



COMPARED with other new cities Ashland is proud of its many handsome residences. Through the courtesy of Architect John W.

Foster, a DAILY PRESS representative was shown the plans of the interior of the new residence of Mr. E. A. Shores. The exterior of the house is fast nearing completion, although it is not expected the residence will be ready for occupancy before July. The total cost, exclusive of the furnishings, will be about \$30,000, and it will easily take rank of being the finest residence in the city. It is 64x75 feet and is three stories in height. The basement is 9 feet high, the first story 12 feet, second story 10 and the third story 9½.

The interior will be in the simplest style, so much in fact that it will be richness itself. This is the idea which everything is based upon—rich simplicity. All the rooms will be finished in natural wood and the work will be of the finest kind.

A striking feature of the exterior of the house, and one that commands admiration, is the wide piazza. It is built upon the east and north sides of the house, and has a very inviting aspect. The porch is supported with brownstone piers and has stone balustrades. On the north side of the house is the carriage entrance. The entire building will be heated with hot water, and will be lighted by gas and electricity with automatic gas lighters, and separate switches for each room.

The first floor contains the dining room, reception hall, library, art room, vestibule, reception rooms, conservatory and other smaller rooms. The dining room is 26x21 and will be finished in mahogany, both the ceiling and the wainscoting. The sideboard will be placed in a circular bay with ornamental windows above. Serving rooms will

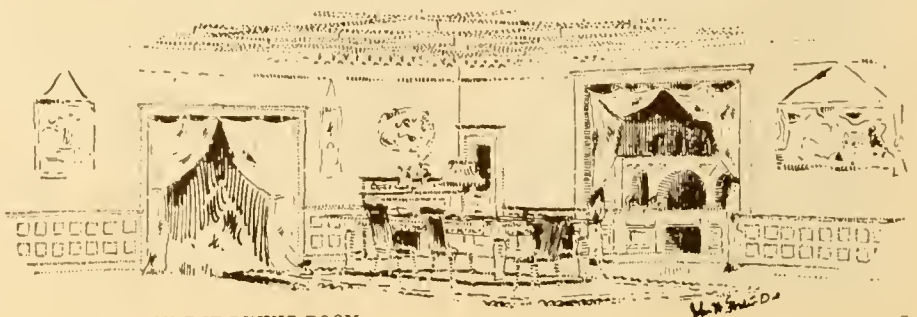
be connected with the dining room and there will be a dumb waiter connection with the kitchen. The reception hall will be the crowning feature of the residence. It is 23x26 and will be finished



RESIDENCE OF MR. E. A. SHORES, SEVENTH AVENUE WEST.



RECEPTION HALL.



A CORNER OF THE DINING ROOM.

in oak. There will be an open well to the second floor, with a balustradé around it. The entrances and all the main rooms on the first floor will open into the reception hall. This will be a very pleasing feature. At the end of the hall will be an old-fashioned fireplace eight feet wide. The art room will be finished in cherry and lighted through an ornamental glass ceiling. The reception room will be finished in white and gold. It can be entered from the vestibule or reception hall. The library will be finished in oak and entered from

the reception hall through a beautiful arch. It is 19x18 and will have book cases built on one side. There will be a coat room off the front entrance.

The second floor will contain seven rooms, four of which will be arranged in suites of two rooms with baths in connection.

The different rooms on this floor will be finished in cherry, oak and sycamore. Every

bedroom will have a clothes closet in connection, finished in cedar and there will be linen closets off the main hall.

The third floor contains six bedrooms and a bath room. They will be finished in cherry, birds-eye maple and oak. Several of these rooms have a bed alcove. The rear front of this floor contains the servants' rooms, which can be entirely shut off from the main rooms on the same floor.

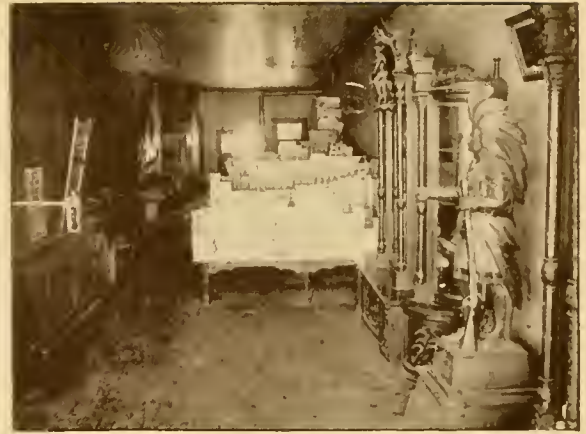
The basement contains store rooms, fuel rooms, laundry, kitchen, pastry room, a cold storage and vegetable rooms.

Every floor is arranged in the most convenient manner, and the residence is a beauty.

John H. Foster is the building contractor and P. J. Dulanty has the plumbing.



INTERIOR CLOTHING ESTABLISHMENT HEAVENRICH & CO.



SALESROOM ASHLAND CIGAR AND TOBACCO CO.



INTERIOR ASHLAND HARDWARE COMPANY'S STORE



INTERIOR VIEW OF "THE RACKET," SCHUTT BROS.



INTERIOR W. J. ARMSTRONG'S LIVERY.



CHAS. GRIFFITH'S COLBY HOUSE BARBER SHOP.

Wisconsin at the World's Fair.



BEFORE many days the people of Wisconsin will pack up their band boxes and the dusty silk tiles and visit their cousins and aunts in Chicago during the Columbian Exposition. But in spite of rather meagre appropriation, the Wisconsin building and the Wisconsin exhibit is going to make a handsome

the verandas which extend along the entire width of the building on the east and west. It has a total of 14,000 square feet of floor space, and the main floor has an area of 7,200 square feet. Besides the big verandas on the east and west sides of the building there are semi-circular verandas on its north and south sides. The visitor entering from either of the verandas finds himself in a public lobby 90 by 45 feet. In this lobby, on either side of the stair-

this room will be hung with the oil portraits of the early pioneers, Indian warriors and prominent public men, such as Gratiot, Juneau, Baird, Kemper, Black Hawk, Oshkosh, etc. The portraits, of course, will be taken from the collection in Madison. On this floor are also located the offices of the Wisconsin World's Fair commissioners, and the third floor is divided up into sleeping apartments. The front and rear gables which will be noticed on the cut of the building, are alike, and give the third floor two cosy balconies. The front of the second story with its bay windows and circular towers is nearly all of glass, affording an abundance of light for the display of the Historical society.

The Wisconsin exhibit will be located on the main aisle on the first floor, with



WISCONSIN STATE BUILDING,
WORLD'S COLUMBIAN EXPOSITION.
W. WATERS ARCHT. CHICAGO 1893.

showing. The building is now completed and was formally dedicated on Oct. 21, 1892. Among the surrounding state buildings finished in staff the Wisconsin building looks like the only substantial structure. The first story is of Lake Superior sandstone, and the upper stories are finished in shingles of a still darker red. It is pleasantly situated, with a view of the Art building and a glimpse of the lagoon in front. South of it is the Indiana building and north is the building of the state of Ohio. Wide verandas, porticos, dormer windows, etc., strengthen its appearance as a summer cottage, and when the Fair is opened it will prove a charming stopping place for Wisconsin people. The structure has the appearance of being square but it is really oblong, being ten feet wider than it is long. Its ground dimensions are 80x90 feet exclusive of

case, are two large fire places. On the left of the lobby is a ladies' parlor and toilet room, and on the right is a cloak and parcel room, a bureau of information, postoffice and closets. The stairway leading to the second story occupies the center of the rear or west wall and constitutes one of the leading features of the interior. Broad stairs lead up from the lobby to a landing, where they divide, leading from the right and left to the second floor. The interior finish of the lobby is in Wisconsin woods, set in artistically carved panels, the work of Wisconsin mechanics. The greatest part of the second floor is set aside for a collection to be exhibited by the Wisconsin State Historical society. The collection will contain relics of Wisconsin's pioneer days so arranged as to convey to strangers an idea of what our state once was. The walls of

Michigan's exhibit adjoining it on the east and Minnesota's on the west. West of Minnesota will be France, with an agricultural school, at which young French students will study the science of agriculture and husbandry in general. Directly opposite the Wisconsin exhibit, on the south side of the aisle, will be the agricultural exhibit of the Argentine republic, and a little farther east will be the exhibit of Germany. Grain, cereals, tobacco, forage plants, varieties of soil, etc., will constitute the Wisconsin exhibit. There is also space set aside for Wisconsin in the wool exhibit and in the honey row. It was the intention of Wisconsin people to have a logging camp in full operation, but no space could be found. Prof. J. M. Turner, of Ashland, will furnish the photographs that adorn the building, giving glimpses of Wisconsin scenery.



INTERIOR OF R. F. SPENCER'S HARNESS FACTORY.



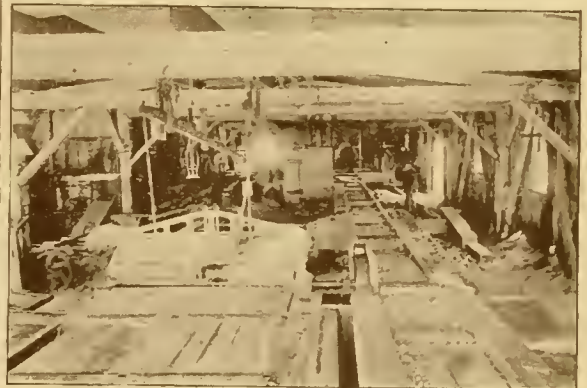
VIEW AT THE LAKE SHORE SHOPS.



LOGGING TRAIN AT W. R. SUTHERLAND'S MILLS



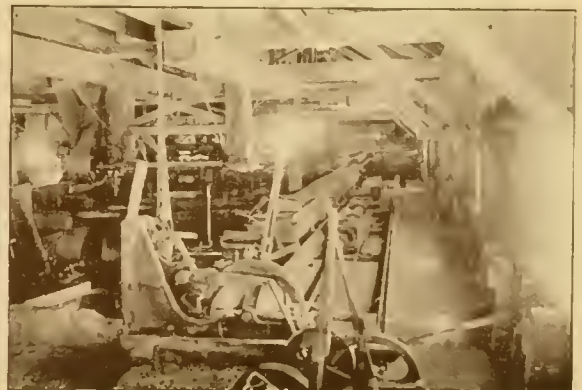
FILING ROOM AT W. R. SUTHERLAND'S MILL.



INTERIOR OF W. R. SUTHERLAND'S MILL



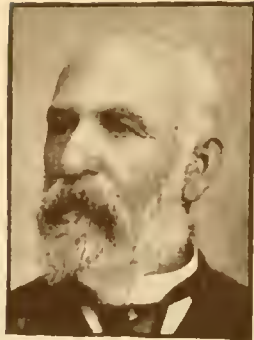
VIEW OF W. R. SUTHERLAND'S LUMBER PLANT.



INTERIOR OF D. W. MOWATT'S MILL.



E. GARNICH.
Hardware.



R. W. FRENCH.
Hardware.



J. A. WATSON.
Hardware.



G. W. DOPP.
Hardware.



GEO. W. MARSHALL.
Hardware.



LOUIS TOEPEL
Agt. F. Miller Co.



R. F. SPENCER.
Harness.



C. L. SMITH.
Commission Merchant.



J. H. YOUNKER.
A. N. W. Fuel Co.



J. D. SEYLER.
Novelty Iron Works.



M. EIRMANN
Boots and Shoes.



J. I. LEVY.
Ash, Cigar & Tob. Co.



H. H. GINSBURG.
Ash, Cigar & Tob. Co.



J. W. CLARKE.
Music and Stationery.



C. B. EDWARDS.
Livery.



MAX FISCHBINE.
Clothing.



JOHN NELSON.
Clothing.



I. C. SCHWAGER.
Clothing.



F. J. POOL.
Dry Goods.



JOHN BANNATYNE.
Dry Goods.

Ashland and it's Y. M. C. A.



JUSTLY regarded as one of the important factors in the moral and spiritual advancement of the city, is the Ashland Y. M. C. A. The association was organized in the autumn of '86, and has steadily grown in strength and influence in spite of the many discouragements, till it now numbers a membership 189, possesses a property valued at \$9,000, and is receiving the hearty support of a large portion of the better element in our midst.

Through the generosity of Dr. Edwin Ellis, the association received as a gift two valuable lots on the corner of Ellis avenue and Third street, and in the fall of '87 erected a modest two-story building, 26x36 feet. Subsequently twenty feet more were added to provide bath and gymnasium privileges.

More recently, to provide for a largely increased membership, the interior of the building has been remodeled and renovated at an expense of \$354, and additional gymnasium appliances, in all costing about \$125.

The entire first floor is devoted to gymnasium and bath rooms, which for equipment and completeness of detail, are surpassed by only a few associations in the state, outside of Milwaukee. The second floor is divided into four well-lighted and neatly-furnished rooms of commodious dimensions, and consist of parlor, reading and correspondence room, library, game and class room, and an additional class and music room.

The reading room is generally supplied with papers and periodicals, which, with correspondence material, are free to every visitor. The library contains 497 volumes of choicely selected books, also (largely) the gift of Dr. Ellis. The use of library, games, etc., are reserved to members of the association.

Dr. Edwin Ellis is the highly-esteemed president of the association, and to whom more than to any other one person is due the credit of its success. The other officers, J. F. Scott, vice-president; Jas. Ritchie, secretary, and C. E. Street, treasurer, are representative business men, and their re-election is commendation enough in itself. The newly-installed general secretary, L. E. Macomber, has manifested his familiarity with and adaptation for association work, and under his energetic management all departments are moving on well. Mr. A. S. Ames, from the Madison street department, Chicago, gives a part of his time to the physical work of the association and shows his judgment in giving drills too difficult for none.

This department is the most popular in the work.

The Ladies' Auxilliary, under the direction of Mrs. Boynton, and the Y. M. C. A. Band, under the leadership of Geo. Cole, each in their own way have contributed not a little to the success of the work and are deserving of high commendation.

The objects of the association are too well known to require enumeration in this brief article. It covers a field of activity distinctively its own, and the vast amount of good that has been accomplished eternity alone will reveal. The faithful, zealous, consecrated efforts of its loyal friends have not gone unrewarded and the future holds more of promise than at any time in the history of the society. More men and more money would easily render it possible for the association to rank among the best in the state in point of utility and power.

Any young man, regardless of religious belief, is entitled to become a member of the association upon the payment of \$5. This admits him to all the privileges of the association, including baths, for one year.

The plans for the coming year are even more elaborate than those of any previous year. The business men have come to consider the Association a necessity for the city.



ASHLAND'S Y M C A BUILDING.



VIEW OF SECOND STREET, ASHLAND, LOOKING EAST.



C. A. LAMOREUX.



E. F. GLEASON.



W. F. SHEA.



A. F. WRIGHT.



W. L. WINDOM.



J. Q. COPEMAN.



W. M. TOMKINS.



GEO. F. MERRILL.



GEO. P. ROSSMAN.



O. H. FOSTER.



BEN S. SMITH.



RICHARD SLEIGHT



A. R. MEAD.



J. F. DUFUR.



A. E. DIXON.



JOE COVER.



J. H. DOCKERY.



JAS. M'CULLY.



GEO. H. M'CLOUD.



EDGAR FOSTER.

A Group of Ashland Attorneys.

Lake Shore Machine Shops.



KINDNESS, courtesy and just dealing on the part of employers invariably results in efficiency on the part of the employes of any institution.

This has been the policy of the Lake Shore road, and the result is seen in the work done. The Milwaukee, Lake Shore & Western railroad shops were the first erected in Ashland, having been built in 1887. All the buildings are of brick, with elevated roof, insuring perfect ventilation. The machine shop is 160x60, the blacksmith shop 90x60, and the boiler house 26x40. Fifty men are employed. Wm. H. Hogan is superintendent of the machine shops, which position he has held since the erection of the shops.

The heads of the different departments at Ashland are: C. H. Hartley, superintendent of division; F. O. Tarbox, trainmaster; E. F. Reynolds, superintendent of bridges; M. Shrank, superintendent of ore docks; R. French, T. Feeney and F. Randall, roadmasters; Wm. H. Hogan, superintendent of ma-

chine shops; Thos. Kennedy, yardmaster; J. A. Cody, chief train dispatcher; J. O. Bell, J. Fitzgerald and J. Coughlin, train dispatchers; J. Downie, chief clerk superintendent's office; J. P. Murphy, head clerk, machine shops.

At that time he was but 28 years of age, one of the youngest superintend-

ent in the United States. He is regarded as without a peer in the state. The new electric line extends past the Lake Shore shops, so that employes there are only a few minutes ride from the central part of the city. The region about the shops is quite a little city in itself, being thickly settled with employes of the shops and of the road.

Mr. Hogan is one of the most efficient men in the employ of the company, having been a locomotive engineer for nine years, and has been in charge of the round houses at Kaukauna and at Antigo. The shops form an important part of the industries of Ashland, employing a large number of men.



GENERAL VIEW OF MACHINE SHOPS, M., L. S. & W.



C. H. HARTLEY.
Division Superintendent.



F. O. TARBOX.
Train Master.



WILLIAM H. HOGAN.
Supt. Machine Shops.



M. SHRANK.
Supt. Ore Docks.



F. C. HAZARD.
Station Agent.



INTERIOR VIEW OF THE MACHINE SHOPS.



VIEW OF THE M., L. S. & W. ROUNDHOUSE.

The Superior Brownstone Co.

WITHIN the memory of the present generation, the erecting of stone buildings was confined to those with large means. The quarrying and shaping into the finished product represented a large outlay, and this narrowed its usefulness. But rotation is Nature's remedy. The pick as the means of quarrying was discarded for

twenty-three years ago, and it was used in the Milwaukee court house. Before its acceptance by the building committee it was subjected to the most critical examination by the best geologist and architectural engineers—men of known reputation and ability, and the result was its adoption. This was the first effort to place Lake Superior brownstone before the public, and determined its value as a building stone. The following is a report to the building com-

stone has developed a crushing test 7,800 pounds per square inch.]

"The following table will show how this stone compares with other sandstones used for building purposes, in this country and in England.

	Pounds
Aquia Creek, Maryland.....	1,690
Seneca Sandstone, Maryland	2,691
Bass Island (Lake Superior) Wisconsin	5,426
York Roads, England.....	2,125
Withby, England.....	2,374
Portland, England.....	4,570
Humble, England.....	4,618
Cragleith, England.....	6,252
Yorkshire (Cromwellstone) England.....	8,825

[It will be seen that only two have greater strength than ours.]

"The strength of the Lake Superior brown sandstone being thus shown to be ample, it remains to inquire whether its porosity is such as to impair its durability. This was also tested in a very careful manner by Mr. G. Bode, of this city, in the method adopted by the commissioners appointed to examine the stone to be used in the Parliament



A SECTION OF THE SUPERIOR BROWNSTONE QUARRIES AT BASS ISLAND

the steam channeller and steam drill, Saws, lathes and numberless other machines for the shaping of stone were brought forward, and the result was the quarrying of stone as a business venture in response to an increased and reliable demand. It became as any other commodity. It entered into the daily needs of the masses. A machine did the work of a score of men, but the stone cutters' trade was still in the ascendant. The demand increased, and with it the demand for his services. The first Lake Superior brown stone shipped from this region was quarried on Bass Island in the quarries now owned and operated by the Superior Brownstone Company. This was over

mittee by the well known geologist and engineer, Dr. Lapham:

"The Bass Island (Lake Superior) sandstone having now been fully tested as to its power to resist crushing, its porosity, and as to its chemical composition, I am able to give a more correct and reliable opinion as to its suitability for the facing of the walls of the new court house than that expressed in my letter to you of January 9th last.

"The strength of the stone is found to be such as to require a pressure of 5,426 pounds per square inch to crush it—a strength much more than is required for the purpose of our court house. The test was made under the direction of Prof. Joseph Henry, Secretary of the Smithsonian Institute, at the Navy Yard, in Washington.

[Since the above report was made the quarry has been worked deeper and the

House, London, in 1839. This method and the results are explained in the accompanying paper, from which it appears that the Lake Superior sandstone has only about the same absorptive power, and in other respects compares favorably with the Ohio sandstone, which is quite extensively used in many of the larger cities in the northern states and in Canada.

"The Bass Island stone, brought here for the court house, has been analyzed by Mr. Bode, with the following result:

Silica.....	73.82
Lime.....	10.78
Alumina.....	8.81
Iron.....	3.77
Sulphur.....	2.00
Magnesia.....	.25
Manganese.....	.63
Loss.....	.14

100.00

In view of all the facts in the case, I cannot but recommend that the contract contemplating the use of the Lake Superior sandstone be carried out, care being taken to select the best of the stone, and to see that they are properly dressed and placed in the wall. Very respectfully,
I. A. LAPHAM."

In the same connection Prof. Hall, of Albany, N. Y., submitted the following report:

"I have examined the specimen of brown freestone left at my rooms on the 6th inst. The rock is a reddish-brown siliceous sandstone of uniform texture and free from clay seams. For the purpose of building or for ashlar facing, I regard it as a valuable and durable stone. The character of the weathered

keeping it before the public for several years.

Architects and engineers are a conservative class. For this reason the transition from granite and limestone to its more attractive and more durable sister, sandstone, has been slow. But it is coming. Actual tests have demonstrated its superiority and the next few years will see this industry one of first importance in Northern Wisconsin. The Milwaukee court House was the first building erected from the product of this quarry, followed by St. Paul's Church in 1883, and the Plankinton Bank three years later. All these buildings are in Milwaukee.

Among the later buildings are the First Methodist Church, Duluth; Bristol block, Ashland; Farewell Memorial

In the lower part of the quarry the stone is remarkably free from seams or flaws of any kind and the ability to produce large blocks is only limited by the power of the machinery to handle them. In the ordinary course of quarrying blocks over eighty feet long have been broken loose, and little difficulty would be experienced in finding them 120 to 130 feet long.

The company have docks in Ashland, West Superior and Duluth where stocks are carried the year around, and track connection with all railroads touching Lake Superior. They have equipped the quarry with the most improved machinery for handling their product, and



DOCKS OF THE SUPERIOR BROWNSTONE QUARRIES AT ASHLAND WIS.

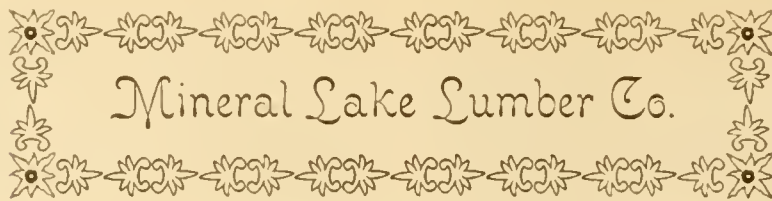
surface and the presence of lichens show the slow disintegration in its natural exposures.
JAMES HALL."

This was the origin of the brownstone industry on Lake Superior. Its value as an article of commerce was established, and it only required the invention and introduction of labor saving machines to cheapen the production. These came in time and noted the beginning of continued and active operations. For several years following its adoption in the Milwaukee court house, this was the only quarry opened and worked. But the demand increased as a result of cheapened production, and other quarries were opened to meet it. But to this one attaches the honor of establishing the value of Ashland brownstone as a building material, and of successfully

Paris House, Rockford, Ill.; M. L. S. & W. Ry., depots at Ironwood, Mich., Manitowoc, Wis.; High School building, Sheboygan, Wis.; Parker Block, Lincoln, Neb. residences of J. H. Allen and Peter Bowlen both on Summit avenue, St. Paul, a block of residences on Vernon avenue and another on Washington avenue, St. Louis; the eighth, ninth and fifth ward schools, and Waterman, Breunig & Agen blocks, West Superior, Wis.

The present company was incorporated three years ago, under the laws of Wisconsin, W. H. Singer, late of the Singer & Talcot Stone Co. of Chicago, is president and general manager, and F. C. Bailey is superintendent of quarries. Both gentlemen have had an extensive experience in the stone business, and have a thorough knowledge of the needs of the building public.

operate their own tugs and barges for its transportation. Their aim has been to establish a reputation for their stone that will pass unquestioned among the most critical, and not to produce an excessive amount of an inferior grade, and force it on the market, for this would only end in disaster for the industry. A meritorious article means success. But no amount of intelligence and sagacity can place an inferior article before the great world of consumers well up in the details of their business, and sustain a reputation for reliability and business-like methods. With this end in view they ask the most critical examination of their capabilities and methods of grading. Architects, contractors, engineers and builders generally who are interested in brownstone are cordially invited to call at any time.



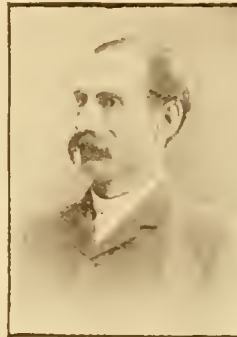
Mineral Lake Lumber Co.

WISCONSIN in proportion as such manufacturing institutions as the Mineral Lake Lumber Company are developed, the growth of Northern Wisconsin pushes forward. To those in older settled communities the marvelous growth of these lumber plants reads like a tale of magic. This phenomenal development, however, does something more than indicate the great resources of the country. The men who have the active management in establishing these new plants, are men of more than ordinary pluck and enterprise. It requires a keen, level-headed business ability to plunge into the wilderness of the north. The history of the Mineral Lake Lumber Company would indeed be incomplete without mention of the genial and popular manager, Mr. C. M. Gardner. A few years ago the task of establishing the new enterprise was assigned to him, and his success is not alone in managing the manufacturing interests, but he has also handled a mammoth mercantile business, and managed the West Range railroad, which he has placed upon a paying basis. Besides all this, he has superintended very extensive logging operations, having put in something over 15,000,000 feet of logs this winter. At times he has had charge of a small army of over 500 men, and in every one of the various interests he has managed, he has made a success. He is very popular with his men, and has succeeded to such an extent as to win the highest esteem and confidence not only of those interested in the Mineral Lake Lumber Company, but also of all lumbermen throughout the state.

The plant is one of the most complete in Wisconsin. The company owns a large tract of pine which is cutting to good advantage. The stock is of exceptionally high grade—being the famous cork pine—which is growing very scarce and in great demand. The company has large yards at Mineral Lake Junction where it grades, sorts and seasons its large stock of upper grades. During the past year the bulk of its product has been factory stuff and deals. One or two very large sales were made to Buffalo parties and shipped via Ashland and the lakes. Mr. Gardner has an able corps of assistants and his long experience in the lumber business

has peculiarly fitted him for successfully managing extensive operations. He thoroughly understands every detail of the work and the prosperity of the Mineral Lake Lumber Company in the past few years is due largely to his able management.

In September, 1890, the Mineral Lake Lumber Company was organized under the laws of Wisconsin. Henry Sherry, of Neenah, one of the best known and largest single-handed operators of lumber in the United States, is president, J. W. Cameron, vice-president, A. D. Eldridge, secretary and treasurer, and C. M. Gardner, general manager.



C. M. GARDNER.

nected with the work. He is every inch a lumberman, having spent his entire life in lumbering and the railroad business.

Mr. Gardner hails from Ohio, and spent a number of years in the best colleges in New York state, completing a civil engineering course. He came to Wisconsin in 1870 and followed his profession a number of years, surveying and estimating throughout the Northern pluries. He carried on large lumber operations in Price county, and was elected treasurer of Price county in 1887 by a unanimous vote of the county, and was one of the organizers of the Price county bank at Fifield, and was chosen cashier. He was engaged by Henry Sherry in the Park Falls Lumber & Pulp Company. In the fall of 1890 he was chosen general manager of the Mineral Lake Lumber Company and the West Range railroad. He carried on the extensive business in so able and efficient a manner, that in May, 1892, he was taken into partnership as one of the company, and is now one of the members of the corporation, whose affairs he has so ably managed that it now has a front rank in the commercial records of the day.

The West Range Railroad.

OVER one year ago the West Range railroad was completed. It is a separate corporation from the lumber



MILL OF MINERAL LAKE LUMBER CO., MINERAL LAKE, WIS.

Especially emphasis must be laid upon the large cork pine logs and well manufactured lumber produced by this company. The grades are such as to attract buyers, without any more being known than the fact that Ashland cork pine logs are used.

The company owns a large tract of the very finest cork pine (which is now becoming very scarce) to be found in Northern Wisconsin. It is located in the southwestern portion of the county.

C. M. Gardner, the general manager, has had charge of the difficult task in establishing the plant, and carried out the enormous amount of detail con-

company and is built broad gauge, so that connections are made with the Central. The company now has ten miles of track and are pushing the road further west into the best lumbering district in the state, every year. They have good engines and rolling stock. The company is incorporated with the following officers: L. H. Cook, president; A. D. Eldridge, secretary; C. M. Gardner, superintendent and general manager. They do a general freight and passenger business, running regular mail and express. The junction with the Wisconsin Central is located near Penokee Gap, and the lumber company

has extensive yards located there. There has been a good deal of prospecting on the West Range for iron ore and it is expected that in a few years the road will tap several good mines. At present, logging and lumber traffic is the bulk or the work.

The explorations of the past few months in gold and silver ore in territory reached by this railroad, promise to build up several good towns on the line of the road and the time is not far distant when the road will be kept busy carrying ore from numerous mines in that vicinity. The earnings for the past year show a handsome increase over that of 1891, and the West Range railroad has proven one of the most successful local railroads in the state.

The Village of Mineral Lake.

NORTHERN Wisconsin is dotted with many thriving lumber villages, but there are none that are more attractive than Mineral Lake. The lake itself is a beautiful sheet of water and a paradise for sportsmen during the summer months. The people at Mineral Lake are always abreast of the times, and have already made adequate provisions in the way of churches and schools, and are building comfortable homes. They are intelligent, thrifty and energetic and will build up a thriving little city. There are also a large number of homesteaders in the immediate locality, and they are giving considerable attention to the building of good, substantial town and county roads. During the coming summer it is expected that the building operations will be quite extensive and in a few years Mineral Lake will be a humming little metropolis.

The views on these pages show something of the magnitude of the plant of the Mineral Lake Lumber Company in its various departments. It is the intention during the year to make extensive improvements. The load of logs drawn by two teams of horses is said to have been one of the largest and finest load of logs ever rolled upon bunkers.



INTERIOR MINERAL LAKE LUMBER CO.'S STORE, MINERAL LAKE, WIS.



YARDS OF MINERAL LAKE LUMBER CO. MINERAL LAKE, WIS.



"ON THE HAUL"—MINERAL LAKE LUMBER CO.



LOGS AT THE BANK.



RESIDENCE OF E. F. GLEASON.



RESIDENCE OF MRS. EMELINE E. VAUGHN.



RESIDENCE OF F. H. PAYNE



"EVERGREEN COTTAGE" RESIDENCE OF GOV. SAM S. FIFIELD.



RESIDENCE OF R. C. HEYDLAUFF.



RESIDENCE OF THOS. EDWARDS.

A Group of Ashland Residences.

Ashland County of Today.

WHEN the state legislature effected county division, and at the moment Governor Peck casually scrutinized the bill in his cosy state office, before adding his name which should make it law, and give Iron county legal existence,—this vicinity was enduring one of the most terrific snow storms ever witnessed by the oldest citizens. Iron county people will surely remember, by association of ideas, the exact time when her parent county of Ashland gave her away, a new bride, to enter the sisterhood of counties.

townships) or thirty miles in length by six miles wide. Besides these five townships, the town extends, at its eastern extremity north for six miles further. The whole town contains 216 square miles.

THE TOWN OF JACOBS.

This town is exactly the shape of Butternut, excepting that it contains one less township, owing to the peculiar shape of the county. It lies just north of Butternut. It contains four townships extending east and west, with an additional township running north of the eastern extremity. The total area is 180 square miles,

cobs, and lies nearly north of it. It extends east for eighteen miles, north twelve miles, west twelve miles, south six miles, west six miles, thence south for a distance of six miles.

TOWN OF ASHLAND,

This town also remains unchanged by county division. Beginning with the city of Ashland, it extends south twenty-four miles, thence east six miles, north six miles, west twelve miles, and then north twelve miles to Chequamegon bay. It contains six townships or 216 square miles.

TOWN OF SAXON.

The town of Saxon is cut in halves by the new county division. It now forms almost a square, situated in the north-eastern part of the county. It contains about five townships or 180 square miles. The Apostle Islands are also included in this town, making its area 157 square miles.

NEW COUNTY OF IRON.

The new law creating Iron county describes the county and its three towns in sections 5 and 6, which are published in full:

Section 5. The county of Iron shall, until otherwise ordered by the board of supervisors of said county, consist of three towns, to be known respectively as the town of Vaughn, town of Saxon and town of Knight. The town of Vaughn shall retain the territory now included in said town and also township No. 43 north, of range No. 2 east, township No. 43 north, of range No. 3 east, township No. 42 north, of range No. 2 east, township No. 42 north, of range No. 3 east, township No. 41 north, of range No. 2 east, and township No. 41 north, of range No. 3 east. The town of Saxon shall include townships No. 46 north of range 1 west, 46 north, of range 1 east, and fractional townships No. 47 north, of range 1 east. All the remaining portion of said county of Iron shall be known as the town of Knight.

Section 6. The board of supervisors of the said county of Iron shall at its first meeting transact all business necessary to perfect the complete organization of the county, and determine upon and make a suitable provision for a place for holding the circuit court at the time to be appointed therefor.



ASHLAND COUNTY POOR HOUSE NEAR HIGHBRIDGE, WIS.

Ashland county hardly knows itself since county division. At its widest point, that is on the southern boundary, it is now but thirty miles wide, while for the greater portion of its length, it is eighteen miles wide. From the southern boundary to the city of Ashland, is about forty miles. If the Apostle Islands which belong to and are a part of Ashland county are included, the total distance from the southern boundary to Devil's Island, which may be regarded as the northern boundary, is not less than eighty miles. No other county in the state approaches it in length by many miles. The present county contains about twenty-seven townships. The Apostle Islands contain about two townships more, making a total of twenty-nine townships or 1,044 square miles.

TOWN OF BUTTERNUT.

This town extends along the entire southern boundary of the county, (five

TOWN OF MORSE.

Morse remains unchanged by county division. It is exactly the size of Ja-



ASHLAND COUNTY COURT HOUSE, ASHLAND, WIS.



INTERIOR C. E. BLUME'S GROCERY STORE.



INTERIOR JOHN NEISON'S CLOTHING STORE.



INTERIOR J. J. BOOTH'S ASHLAND STEAM LAUNDRY.



INTERIOR GUSTAFSON & PETERSON'S PICTURE STORE.



INTERIOR S. FIELD & CO'S MEAT MARKET.



INTERIOR R. W. FRENCH'S HARDWARE STORE.

Ashland's Street Railway.



THE Ashland Electric Street Railway is one of the latest features of Ashland, cars having been running since February, 1893. Four miles are completed now and cars ought to be running from Prentice Park to Parishville, a distance of 7 miles by July 1. Beginning at Seventeenth avenue west the cars run to the round house of the Milwaukee Lake Shore & Western railroad,—a distance of thirty-seven blocks, (over two and a half miles.) Nineteen blocks of this distance (one and one-fourth miles) namely from Beaser to Stuntz avenue, is a double track, making the total miles of track now laid about four.

NORTHWEST GENERAL ELECTRIC COMPANY

The Northwest General Electric Company, of St. Paul, has put in the new street railway under contract. This company is a consolidation of the Edison General Electric Company and the Thompson, Houston Electric Company, which has put in electric lines all over the world. The territory of the St. Paul branch extends from Chicago to the Pacific ocean. Its representatives in Ashland are Mr. J. S. Bassett, who has charge of the track work, and Mr. F. D. Sampson, who has charge of the electrical part, including overhead work. The building of the power house was sublet by this company.

THE POWER HOUSE.

From the big dynamos in the new power house on the corner of Prentice



ELECTRIC POWER HOUSE—ASHLAND LIGHTING AND STREET RY. CO.

The work to be completed on the east end will be commenced in the spring at Eighteenth avenue east. A viaduct will be built over the Lake Shore tracks, and on this, electric cars will run. Beginning at Eighteenth avenue east, the line will run four blocks directly east on Sixth street, four blocks north to Second street, thence directly east twelve blocks to Thirty-fourth avenue east in Parishville.

When completed, the whole line of track will run due east and west, on Second street from Prentice Park to Fourteenth avenue east, thence four blocks south to Sixth street, eight blocks west past the Lake Shore round-house, thence north to Second street and east to Parishville.

avenue and St. Claire street, the motive power for the whole line is generated. Four high-speed compound ideal engines with a combined force of 600 horsepower start the machinery moving. Two railway dynamos eighty horsepower each are belted directly to the engines. These furnish power for the cars.

The power house contains seven dynamos. Two for the cars, three are light dynamos, fifty lamps capacity each, and two alternating incandescent machines, of 600 and 1,300 capacity respectively. The smoke stack is 110 feet in height.

THE TROLLEY WIRES.

The electric company has strung up over six and one third tons of O hard-drawn copper wire, three-eighths of an



DR. G. W. HARRISON.

Pres. Ashland Lighting & Street Railway Co.

inch thick. It weighs 1,800 pounds to the mile. From Stuntz avenue east to where the track is finished, the wire is double, to facilitate its capacity, and to do away with the "feeder." For the whole distance, octagonal poles for the support of the wire have been set on each side of the street, 125 feet apart. A cross wire for the support of the trolley wire extend from pole to pole across the street and has a tensile strength of one thousand pounds, and is strong enough to support the weight of a horse. Taking this fact in connection with the support of the cross wires, it can easily be seen that the chances for breaking are very remote. If a break should occur, an automatic arrangement at the power house shuts off the current, and there is no danger of coming in contact with a "live wire." Should the cross wires become loose at any time, they can be tightened like the string of a violin, at the poles.

THE RAILS AND TRACK.

There have been put in on Second street Shanghai rails six inches high and sixty pounds to the yard. The rails are tied together with the "tie-rods" every six feet. Every joint is bonded with galvanized wire which insures a continuous circuit. Every other joint is tied across the opposite rail in the same manner, giving additional security. The single track is laid with rails which weigh 48 pounds to the yard.

The Street Railway company was recently consolidated with the Lighting company and it is efficiently and energetically managed by the following officers and directors:

G. W. Harrison, president; Geo. F. Merrill, secretary and treasurer. Directors: G. W. Harrison, Sam S. Fifield, Geo. H. Hopper, Edwin Ellis, Thomas Bardon and H. F. Balch.



THE BREEN BLOCK.



INTERIOR ASHLAND RESTAURANT, W. S. SHEA PROP.



THE ARMOUR PACKING CO.'S WAREHOUSE—EXTERIOR AND INTERIOR.



ASHLAND FOUNDRY & MACHINE CO.



INTERIOR OF CASTING ROOM.

Historical Ashland County.



HERE is no portion of the state so rich in historical associations as Ashland county. The Jesuit priests, Raymbaut and Jognes, reached the falls of St. Mary in 1641, and in 1658 two

daring traders penetrated the wilds as far west as Keewenaw Point, but it was not until 1665, that Father Claudius Allouez reached Chequamegon, where he found about 1,000 Indians gathered in bands scattered along the shores of the bay. On the shore near Pike's creek, or as tradition will have it, on Madeline Island, he built his rude chapel. Father James Marquette arrived in 1669, and remained at the LaPointe mission two years. From 1671 to 1841, a period of 170 years, the country was deserted by priests and traders and wholly given over to the Indians. In 1841, Father Baraga re-established the mission at La Pointe, closely followed by Rev. Samuel Hall, who established the first Protestant (Presbyterian) mission school. In 1845, Rev. Leonard H. Wheeler removed the Presbyterian mission to Odanah.

The territory of Northern Wisconsin was purchased of the Chippewas in 1842 and by a further treaty with the government in 1854, the six reservations of the (Ashland) LaPointe Indian agency were set off.

The schooner Beaver was the first vessel to navigate Lake Superior, anchoring and wintering at LaPointe in 1811. Captain Bayfield of the British navy made the first coast survey in 1821-25 in the schooner Bullfrog. The American Fur Company built the first sail vessel, the schooner Siskowit in 1839.

Ashland was settled in 1854 by Aseph Whittlesy and George Kilbourne, followed shortly after by Martin Beaser and Edwin Ellis. Mr. Beaser was an ardent admirer of Henry Clay, and named the thriving young village Ashland, after the great Kentuckian's home. In 1854 Edwin Ellis and others laid out Bay City, now known as Ellis' division of Ashland.

Owing to the great financial crash in 1857, Ashland village was almost deserted, its citizens removing to Bayfield, Ontonagon and other points along the Great Lake.

Honorable S. S. Vaughn arrived at La Pointe in 1852, afterwards living at Bayfield, and removing to Ashland in 1871. From 1859 to 1870, only one family, that of Martin Roehm, remained on the townsite of Ashland. The building of the Wisconsin Central railroad revived the drooping fortunes of

the young city, and by 1873, it contained 1,000 inhabitants. Ashland was made the county seat during that year.

The present county of Ashland was a part of Michilnackinac county from 1818 to 1826, of Chippewa county from the latter date to 1838, of Crawford county for 1838 to 1840 and of St. Croix county for the next five years. La Pointe county, embracing the present counties of Iron Ashland, Bayfield and Douglass was formed in 1845. The county seat was removed from La Pointe to Bayfield which caused the La Pointers to become disgruntled and largely by their efforts, Ashland county was formed by an act

of the legislature, March 27th, 1860, with La Pointe as the capitol. By a vote of the people, Ashland was made the county seat in the fall of the same year.

The Ashland Press was established by Sam S. and H. O. Fifield in 1872, and it is therefore the pioneer paper of Northern Wisconsin. It was changed into a daily in 1887. Schools were opened in Ashland in 1872, with Thomas Bardon and W. F. Kittridge as teachers. The Wisconsin Central Railroad came to Ashland four years later, also the first telegraph line between Ashland and Milwaukee was completed. The Hotel Chequamegon was erected in 1877 and the present court house was built the same year. Ore shipments to Ashland began in 1885, the Milwaukee, Lake Shore & Western railway having been completed into Ashland this same year. The great coal docks were built in April 1887. The Ashland Iron and Steel company's charcoal furnace was finished the same year.



LONE ROCK—ONE OF THE APOSTLE GROUP.



BEN. C. WILKINS
Mgr. W. T. Telegraph Co.



C. E. BLUME,
Groceries and Confectionery.



J. F. VAN DOOSER,
Real Estate and Loans.



A. R. NOBLE
Real Estate and Insurance.



JOHN H. BURCH,
Real Estate and Insurance.



THOMAS EDWARDS,
Ash. Lime, Salt & Cement Co.



H. D. WEED,
Druggist.



ED BURTON,
Contractor.



JOHN C. ROHM,
Meat Market.



MARTIN ROEHM
Oldest Resident in Ashland.



N. NEWMAN,
Heinenrich & Co., Clothing.



T. C. SMITH,
Undertaker.



THOMAS TELFORD,



STEVE H. SMITH,
Groceries.



W. J. CONNER,
of A. P. Conner & Co.



N. S. SOPER,
Laundry & Carriage Works.



W. S. SHEA,
Ashland Restaurant.



DR. N. BOOTH,
Surgeon Dentist.



J. H. LANG,
Mgr. Associated Ice Co's.



A. L. MORSE,
Steam Heating & Plumbing



 Ashland's Public Building.



THE city of Ashland has one of the most beautiful public buildings in the state of Wisconsin. Congress recognized the importance of the "Garland City of the Inland Sea" with an appropriation of one hundred thousand dollars for the erection of a public building in Ashland. Work was actually begun August 15, 1892. It must be entirely completed by November 15, 1893. According to the specifications as laid down by Uncle Sam, all the materials are the best that money can buy.

There are two entrances for the public, one from Second street and the other from Sixth avenue west. The first entrance leads into the general delivery department, while the second one leads to the money order and stamp department. The two rooms communicate by a hall. Everything is fire proof.

signal station and in taking meteorological observations.

A BROWNSTONE STRUCTURE.

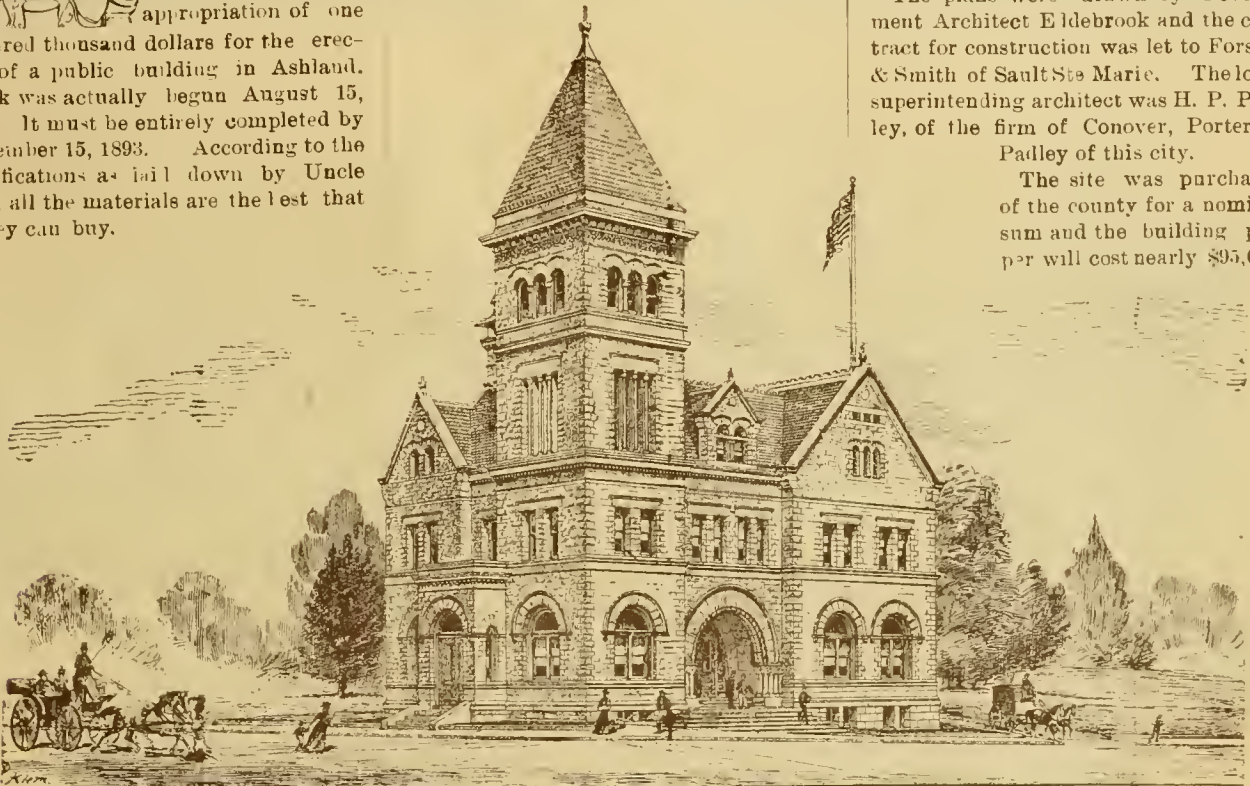
The new building is built of native brownstone, procured from quarries adjacent to Ashland. The steps are built of St. Cloud granite. The basement rests on a foundation of brick set in cement. The entire structure is backed with brick and faced with brownstone.

COURT ROOM.

The government has made no arrangement for a Federal Court room and it is more than probable that an addition will have to be built in a short time, as there is no doubt that the Federal Court will soon hold sessions in Ashland.

The plans were drawn by Government Architect Eldebrook and the contract for construction was let to Forster & Smith of Sault Ste Marie. The local superintending architect was H. P. Padley, of the firm of Conover, Porter & Padley of this city.

The site was purchased of the county for a nominal sum and the building proper will cost nearly \$95,000.



THE NEW GOVERNMENT BUILDING AT ASHLAND.

THE DIMENSIONS.

The distance from the basement to the apex of the tower is exactly one hundred feet. To the roof, the height is fifty-eight feet. The first story is eighteen feet in height, the second story fifteen feet and the third story eleven feet.

THE BASEMENT.

The basement contains the heating apparatus, the lavatories and other apparatus for the use of the post office employes. The floor is made of cement. It is commodious and roomy, being the exact size of the building.

THE POST OFFICE PROPER.

The first floor is entirely devoted to post office purposes. None of the fixtures of the old post office will be used. The government furnishes an entirely new set of fixtures, of the latest improved patterns. The floor is laid with

THE SECOND FLOOR.

The second story contains seven rooms, each about sixteen feet eight inches by twenty-one feet ten inches. These rooms will be occupied by the Indian agency, the Register and Receiver's offices of the U. S. land office, and by the collector of customs. This story contains several vaults. The floor is of hardwood.

THE THIRD FLOOR.

The third story contains five rooms, each about 18½x22. They are elegantly furnished after the manner of the second story. This will be occupied by such other offices as the government may decide upon.

THE TOWER.

A winding stair elaborately panelled from the postoffice to the top of the tower, one hundred feet above. A room and balcony at the top will be used as a

A beautiful view of Chequamegon bay and the Apostle Islands is obtained from the building. The court house square will be made into a beautiful park, with handsome shade trees and statuary. The park surrounds the new building on three sides. It is expected to have the post office and all the federal offices located in the new building before December of this year. An additional appropriation is badly needed, to make the building adequate to even the presents demands, and it is thought that our Congressman Hon. Thos. Lynch will be successful in securing the required amount at the next session of Congress. The honor of securing the building belongs to Hon. Myron H. McCord, and Ex-Senators Spooner and Sawyer who will be kindly remembered by the patriotic citizens of Ashland for their energetic efforts.



RESIDENCE OF D. W. MOWATT.



RESIDENCE OF DR. JNO. MADDEN.



INTERIOR DRUG STORE, HARRISON & CO.



INTERIOR J. W. CLARKE'S BOOK AND MUSIC STORE.



RESIDENCE OF T. E. PUGH.



RESIDENCE OF HON. L. C. WILMARTII.

Ashland's Lime Kilns.



ASHLAND can boast of the largest dock devoted exclusively to Lime, Salt and Cement of any city on Lake Superior. The frontage owned by the company is 150 feet bordering on the 91 foot slip on Sixth avenue west, next to Keystone Lumber Company. The main dock is located 2,000 feet from

Returning back to the shore we pass a substantial wagon approach 700 feet long, when we come to where the Vaughn dock was located. This has been entirely rebuilt, 50x500, for the storing of stone and is the most substantial dock work ever put upon the bay, the piling being on an average of joist 6x14, 16 inches apart and built to hold up a tremendous weight.

Fifty by a hundred feet of this part has been leased for a term of five years

the very best of fire brick, costing \$50 per thousand. There are four fire places two built in on each side of the kiln where the firing is done, and slabs are used for fuel. The height of the kiln proper is 37 feet, and an incline track is used to take the stone to the top of the kiln. As the stone is put in at the top and the lime drawn out at the bottom every six hours, the fires are never put out except when repairs are necessary. The officers of the company are: O. A. Quam, president; Thomas Edwards, secretary and treasurer; directors: C. A. Sheffield, O. A. Quam, C. P. Christianson and Thos. Edwards.

The company has two independent railroad tracks, built and owned by themselves, one to the main dock and one to the lime and stone dock which places them in position to deliver in



DOCKS OF THE ASHLAND LIME, SALT & CEMENT CO., ASHLAND, WIS.

shore, being 125 by 304 feet in size, with a annken railroad track running 45 feet from the east line.

The section east of the railroad track is covered by ware houses with fire proof roofs, one 45 by 150 for the storing of pocked salt, cements, stuccos and hair; and another salt shed, 46x154, for the storing of salt, which enables the company to ship nice, clean salt, at all times of the year—a great improvement over storing salt on open docks, and will undoubtedly be a great help in obtaining orders for the company.

The section of the dock west of the railroad track, 80x304, is leased to the Ohio Coal Company for a term of years for the storing of coal.

to the Lake Superior Brownstone Co. We then arrive at the part used for storing Kelly Island Lime Stone shipped from Kelly Island, in Lake Erie, and find several cargos of bottom rock limestone in stock, enough to carry them over until navigation opens up this year.

SHIPMENTS FOR 1892.

Salt, barrels.....	60,000
Cement, barrels.....	2,500
Stucco, barrels.....	500
Fire brick.....	125,000
Fire clay, pounds.....	200,000

We now arrive at the lime kiln, which stands on 124 piles driven into the ground from 12 to 14 feet, covering a space 18x31 feet, then comes a 12 foot solid wall of brownstone, and above that the steel shells which are lined with

cars to the Omaha and the Wisconsin Central railroads, free of switching charges, which has been such a burden to the shippers at this point.

The main dock has been completed, and used all summer, and the company has forwarded from seventy-five to one-hundred cars of salt and cement per month, and now that the lime works are completed, shipment will increase. But it remains to be seen what the railroads will do in the way of making rates on manufactured products out of Ashland. Ofcourse local trade will take a large part of the lime turned out, as it makes a much better and stronger wall than the Wisconsin lime sold in this market.



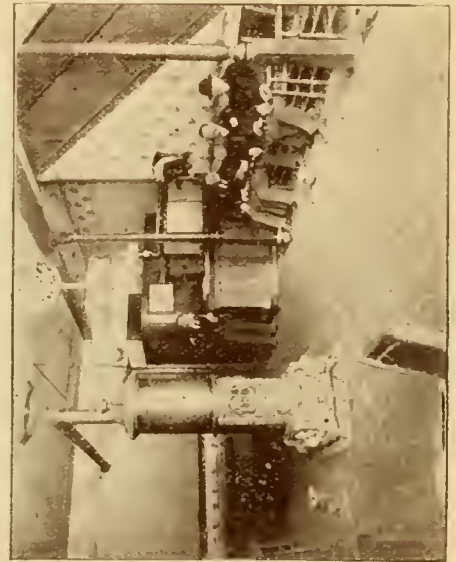
DINING ROOM—COLBY HOUSE.



DINING ROOM—LELAND HOTEL.



OFFICE—COLBY HOUSE



OFFICE—LELAND HOTEL.



DINING ROOM—HOTEL KNIGHT, ASHLAND, WIS.



MACHINE SHOP—BEEMAN & BOWMAN.

Lake Superior Coal Company.



THERE is not another coal dock on Lake Superior, or any of the Great Lakes, more complete in detail than the Lake Superior Coal Company's dock, at Ashland. The latest and most improved machinery for unloading and handling the large receipts of coal, extraordinary shipping facilities, and ample capacity for storage, are features which give this dock considerable prestige, in the whole-

dock is 400 feet deep at the widest point. Two railroad tracks run its full length, and are conveniently located for the loading of cars for shipments.

Hunt's improved machinery for unloading boats is in use, this automatic system being the only one in use on Lake Superior, with the exception of that located at the Lehigh docks, at West Superior.

Most of the coal received by the company is shipped to the Gogebic range, where the great iron mines are supplied. A large portion is shipped to Minne-

J. S. Jones, the president, is also a member of the firm of H. D. Turney & Co., who own and operate the famous Congo coal mine, in the Hocking valley. It is one of the best equipped coal mines in existence. Electricity is used in operating the mining machinery, as well as in furnishing light. They also operate the "XX" mine, at Shawnee, Ohio, another famous mine of the Hocking valley. Mr. Jones is also president of the Manitowoc Coal & Dock company.

One hundred and thirty-two vessels were unloaded at the dock here last season,—discharging a total of nearly 200,000 tons of coal,—hard and soft. The rapidity with which some of these vessels was unloaded is surprising.

There are five unloading towers now in operation, and thirty tramways,—ample equipment for giving the best possible despatch.



J. S. JONES,
President, L. S. Coal Co.



C. W. ADAMS,
Manager, L. S. Coal Co.



UNLOADING COAL AT THE L. S. COAL CO.'S DOCKS.

sale coal trade throughout the northwest.

It was in 1887 that the docks were built. J. S. Jones, the present president of the company, was then superintendent of the northern division of the Lake Shore railroad. In 1888 a large addition was built, and in 1893 another addition was added, making the dock one of the largest on the lake. There is storage capacity for about 100,000 tons of coal, and two of the largest lake carriers can unload at the dock at the same time, there being an actual water frontage, for unloading, of 617 feet. The

sota, also South Dakota, Nebraska and Iowa. The Lake Shore railroad is also supplied by this company. The large retail trade in Ashland is increasing rapidly,—in fact, the whole business of the company has increased fifty per cent during the past year, under the new management.

The Lake Superior Coal company, properly, is an Illinois corporation, with the general office located at Chicago. All the shipping interests of the company, however, are confined to Ashland.

The company handles Hocking valley soft coal, also Pittsburg and Smithing coal, and are sole agents, in territory tributary to Ashland, for the Philadelphia & Reading company's hard coal. The annual pay roll of the company is \$50,000, on average employing 45 men.

Mr. C. W. Adams, manager of the Ashland interests and treasurer of the company, is experienced and thoroughly conversant with the coal trade in all its details, and is especially well known to the coal trade throughout the northwest. He has been in the coal business in Ashland for the past six years.



W. R. SUTHERLAND,
Lumber Manufacturer.



W. R. DUFFEE,
Lumber Manufacturer.



D. W. MOWATT,
Lumber Manufacturer.



E. A. SHORES, JR.,
Shores Lumber Co.



GEO. H. JOHNSON,
Shores Lumber Co.



C. M. E. MCCLINTOCK
Inspector and Shipper.



F. S. STRUBLE,
Inspector and Shipper.



CHAS. CROGSTER,
Jobber and Shipper.



J. E. IRVINE
Inspector, Washburn.



A. E. GIFFORD,
Rep. T. H. Shephard & Co., Ch'go.



A. WEED,
Lumber Manufacturer.



N. BOUTIN
Bayfield, Lumberman.



R. L. MCCORMICK
Mgr. North Wis. L. Co., Hayward.



D. L. WIGGINS,
Inspector and Shipper.



C. P. CLARK,
Of Kimball & Clark, Kimball



F. W. HARRIS,
South Shore L. Co. Washburn.



C. A. YOUNMANS,
Sec'y Brule Lumber Co.



JAMES HUGHES,
Mgr. Brule Lumber Co.



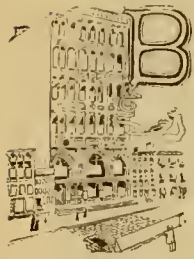
J. H. REDDEN,
Vice Pres. Brule Lumber Co.



FRED A. COPELAND,
Pres. Brule Lumber Co.

Some of the Representative Lumbermen of Northern Wisconsin.

Record of the Quarries for 1892.



BUILDING stone that combines strength, durability and beauty is eagerly sought for by contractors and builders. Ashland brownstone is famed throughout the United States. Its like is found nowhere else in Uncle Sam's domain. Of a rich,

Bay and on the Apostle Islands are practically inexhaustible. Col. John H. Knight expressed the matter concisely in a speech before a committee of the state legislature, in February, 1892. In speaking of the great brownstone monolith lying in the quarry near Ashland the Colonel remarked that never in the history of the world, has such a tall, perfectly flawless stone been quarried. "It would be worth more to put that

The total product of the seven quarries for the season was as follows: The figures, in almost every instance, were obtained from the books by the different firms and are therefore reliable and accurate:

SEASON OF 1892.		Cubic ft.
Prentice Brownstone Co	.....	759 000
Superior Brownstone Co	.....	310 000
Ashland Brownstone Co	.....	683 000
Smith & Babcock	.....	185 000
Excelstor Quarry	.....	150 000
Hartley Bros	.....	130 000
R. D. Pike	.....	105 000
Total		2 313 000

Granite in Ashland County.

THE Brownstone is a sand formation, and while it is more plentiful than any other variety, igneous rocks abound south of Ashland. The forces that formed the Gogebic iron range, deposited large quantities of granite. Silver



BROWN STONE SAW MILL, PRENTICE BROWN STONE CO., HOUGHTON, WIS.

brownish red color, indestructible and unchangeable in all kinds of weather, it has qualities for building purposes possessed by no other stone. Public buildings in Brooklyn, New York, Chicago, Milwaukee and other prominent cities are evidences of the estimation in which it is held, while the Ashland government building, the Knight block, the Wisconsin Central depot and other local buildings are standing monuments of its popularity at home. The quarries on the shores of Chequamegon

marvelous monolith on exhibition than any other exhibit this state could have at the Columbian exhibition. It would be the greatest thing this legislature could do to make the state known. Col. Knight said that the Great Northern railroad had sent an emissary to the Ashland and Bayfield quarries to make an estimate of the stone deposits, and he represented that there was enough brownstone to load four trains a day for 4,000 years. This is wealth without limit.

and copper are found throughout various portions of the New Wisconsin. Some of the finest granite ever produced has lately been quarried in Ashland county, and is on exhibition in Ashland. Extensive granite quarries may be looked for in the near future. The brownstone is found nearly entirely on the shores of the lake and Chequamegon Bay, while granite and other rock are found all through the region of the Gogebic iron range, extending nearly to Ashland.



INTERIOR PUMPING STATION—ASHLAND WATER CO.



RESIDENCE OF JOHN NELSON.



PLANING AND EXCELSIOR MILL—H. KRUSCHKE & CO.



RESIDENCE OF STODDARD FIELD OSSEB, WISCONSIN.



RESIDENCE OF T. E. PUGH.



FRONT

SIDE

RESIDENCE OF SHERMAN MURPHY.



RESIDENCE OF J. A. Cobb
RICHMOND, WIS.



RESIDENCE OF J. W. GARR.

Ashland and its Libraries.

WISE men of all ages have spoken of the value of books. Shakespeare says, "My library was dukedom large enough." Whipple calls them "light-houses erected in the sea of time." In olden times, before the art of printing was invented, a book was a rare possession, and was prized by its owner above all else. All down the ages the number and character of the books possessed by a people has been the criterion by which we judge of their civilization. "Knowledge is Power," civilization advances directly in proportion to the increase of knowledge, and books are the principal vehicles by which knowledge is diffused throughout the land.

Libraries are great store houses of learning,—the preservation of all that is valuable from the past ages as well as from the present time, in a condensed form for the use of the people of today. The good a library does a community can never be overestimated. Thousands of people who have acquired a taste for learning have been able to gratify their desires through this source, and to make noble men and women of themselves, who otherwise would have been forced to remain in ignorance. Successful business men everywhere can trace their position directly to a taste for study gratified by the public library and the rising generation of today is acquiring a power from this source that is destined to rule the affairs of the world in the years to come.

Many people imagine that Ashland is far behind the times in her library interests, but a little careful investigation will convince them that they are mistaken. Ashland is as well provided in this respect as any city of its size in the northern half of the state. Besides the many private libraries owned by her citizens, which are much too important to be overlooked, Ashland has three public libraries, well stocked with a choice collection of books, and growing larger year by year as the needs of the public demand. These libraries are the Vaughn, the Y. M. C. A., and the public school library.

THE OLD TOWN LIBRARY.

Ashland has never since its pioneer days been without the beneficent influence of a library. Away back in the '70s, when the city was nothing but a settlement, when the pine stump held undisputed sway in the present main street, and the forest primeval reigned supreme where Third street now runs; the citizens realizing the need of some institution of this kind, held a meeting

and organized what is known as the "Ashland Library Association." The object of this association as stated in the preamble of the constitution was "Mutual Intercourse and Improvement Through the Collection of a Library, the Establishing of a Reading Room, or by any other means that may be found Advantageous." The first meeting of the association was held on November 6, 1872, and at a subsequent meeting the constitution and by-laws were adopted and signed by the following persons: S. S. Fifield, W. T. Kittredge, Geo. H. Kennedy, Thos Bardon, Nathan W. Goodwin, Geo. White, D. R. Davis, W. W. Rich, H. O. Fifield, W. P. Preston, E. C. Davis, J. M. Davis, R. Shoeland, B. F. Bicksler, A. C. Meigs, C. H. Pratt, Chas. Hayes, S. O. Cundy, Emanuel Aronstein, R. W. French, E. F. Prince, S. S. Vaughn, Chas. Fisher, W. M. Tomkins, Edwin Ellis, M. J. Hart, W. R. Davey, W. G. Bancroft, Alexander Livingston and E. Garnich.

The association held regular weekly meetings during the greater part of three years, and each one was very instructive and entertaining. Debates on the leading questions of the day, music, essays, lectures, orations, papers, etc., were the order of the programs and a great deal of interest was taken in them.

The library and reading room were not established until some time after the organization of the association, for, with the weekly programs, each one had enough to do, and while the interest in meetings was maintained there was no pressing need for the other branch of work. But as the town continued to grow and business became more pressing, the association saw that the proposed library and reading room would be of more benefit and would reach a larger class of people than the weekly meetings.

The first books were purchased by the association, they appropriating about one hundred dollars from the treasury for that purpose. The library was kept in the town clerk's office and W. M. Tomkins was the first librarian.

From time to time books were donated by members of the Association, and the ladies also contributed towards its support by giving suppers and entertainments, so that the library, from the start, was a very prosperous institution. The membership fee was fixed at \$2.50, the yearly dues at \$1, and a life membership cost the applicant \$25. The books cover a wide range of literature; history, biography, travels, science, philosophy, fiction, etc., were well represented, and the library was well patronized.

In those days the people knew how to appreciate good books, the country being a new one, and but sparsely settled, the social duties that demand so much of the spare time of those who live in cities were almost wholly wanting, so these early settlers found many of their evenings unoccupied, so they naturally turned to books for entertainment. This library proved a boon to them. Many of the poorer classes were without books and the means to get them, who yet possessed as great a taste for learning as anyone. If it had not been for this institution they would have been deprived of that great blessing, the gratification of their desire for learning.

For about two years the library continued to circulate books, and during its most prosperous days it numbered as many as 600 volumes. But during the year '76 the town started a library and the Association after due deliberation thought best to turn their library over to the other one. This was accordingly done, and as social and business cares began to occupy more of the attention of the members of the Association the regular weekly meetings were also abandoned.

Many of the members of the old Association have left the city for other fields of usefulness, others still remain and compose the majority of our most substantial citizens, and still another portion of them have laid aside their earthly cares, and have gone to join the vast host beyond the river.

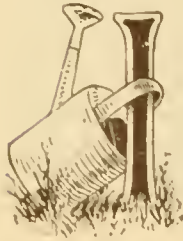
The new library, situated in the town clerk's office, was very prosperous, and continued to grow steadily year by year as the town increased in size. It was very popular with all classes, its books were in constant demand, and those that are left of them today show this fact very plainly by their worn and battered condition.

This library continued in force until about the time the Vaughn library was opened, then as it was completely overshadowed by the superior advantage of the new library it gradually fell into disuse and was soon after turned over to the High school and forms the nucleus of their present library.

The good the old library association and afterwards the town library has done this city can never be measured. Hundreds of our citizens might testify to their beneficent influences and to the valuable aid these institutions have been to them. Books are powerful agencies in the promotion of good or evil and when they are of the best class, as the books of these libraries were, the whole community is made better and each individual citizen grows nobler and more useful.

The above interesting early history of Ashland Libraries was written by Librarian W. W. Baldwin, of the Vaughn Library. It may not be amiss to add that Mr. Baldwin is one of the most thorough and systematic librarians in the state, and that no city can boast of as thoroughly equipped and well managed institution as the Vaughn Library, the heir of historical and pioneer inspiration.—[Ed.]

Ashland's Water Supply.



IF THERE is one thing that is a drawback to commercial and industrial interests of any city it is a meagre supply of potable water to its people. And, on the other

hand, nothing can contribute such substantial and progressive elements to the growth of a city as an ample supply of water.

The city of Ashland will never lack for water, so long as there is any of that necessary article in Chequamegon Bay and Lake Superior. Until the lake goes dry, a water famine will never be experienced. Every time the clock ticks, ten gallons of pure, cool water are drawn from the depths of the bay, a mile out from the shore. Six hundred and twenty-five gallons per minute, 37,500 gallons per hour and 900,000 gallons per day. These are the figures that represent the amount of water used daily in the city. But this is not the whole capacity, for while less than a million of gallons is used each day, over 4,000,000 can easily be supplied in case of extraordinary demands, caused by fire, or for any other reason.

Ashland's water system was put in 1883, local parties being largely the stockholders. Since that time, the plant has grown wonderfully. The property changed hands recently, being now controlled by Boston capitalists. Messrs. Wheeler and Parks, represent-

ing the Boston capitalists, made the purchase of the plant in June, 1891, and since the change of ownership \$100,000 have been put into the institution, some fourteen miles of mains have been laid,



PUMPING STATION—ASHLAND WATER CO.

and the efficiency of the whole system has been made more effective. Mr. Sam Wheeler is superintendent, and is a popular and energetic representative.

Ashland's water supply is taken from the bay by two intake pipes, respective-

ly twenty-four and sixteen inches in diameter, beginning a mile from shore, and running into wells at the pump house, from which the pumps take suction.

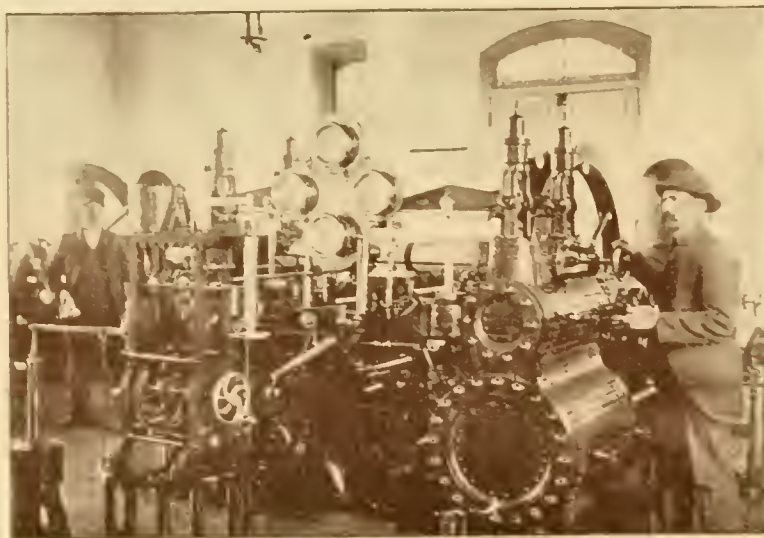
Here, at the foot of Twelfth avenue east, the water flows through two great distributing systems all over the city. One twelve-inch artery carries the water east and west, and the other, a sixteen-inch one, extends south to the center of the city, and then turns west. These two main arteries are connected by eight, ten and twelve-inch distribut-

ing pipes, interlaced by six-inch mains through all the streets for use of consumers and fire hydrants. No pains nor expense has been spared in this connection.

The pumping engines are of the Gas-kill compound condensing type manufactured by the Holly Manufacturing company, of Lockport, N. Y. There are no steam fire engines in the city, to be heated up and dragged to a fire, but in case of a fire, 100 pounds of water pressure to the square inch is furnished in one and a half minutes from the sounding of the electric fire alarm gong in the pumping station, and upon signal from the chief of the fire department, this can be increased quickly to 120 and 150 pounds.

Under this system a sufficient pressure to cope with any ordinary conflagration is ready for the firemen before they can reach the locality of the fire, and in case of necessity the pressure can instantly be increased.

The water from Chequamegon bay is remarkably pure, and free from animal-culic or bacteria, which has been proven time and again by chemical analysis.



INTERIOR PUMPING STATION—ASHLAND WATER CO.



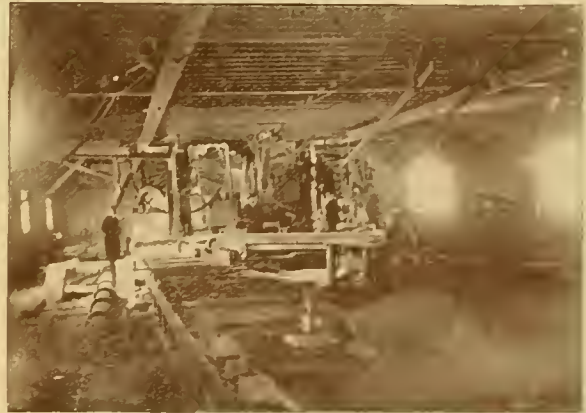
I. P. NEWTON, LUMBER MFR,—INTERIOR OFFICE



DRUG STORE OF H. D. WEED.



THE BAILEY BROWN STONE BLOCK.



INTERIOR I. P. NEWTON'S SAW MILL.

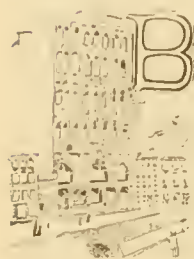


INTERIOR M. EH RMANN & CO'S SHOE STORE.



INTERIOR STEVE H. SMITH'S GROCERY STORE.

Ashland's Building Record.



BUILDING a city is one of the modern sciences. It is distinctively an American science. In a few years thriving business and commercial centers spring up to meet the demands of new sections. The latter half of the nineteenth century may properly be termed the era of town building. A tree torn out by its roots was the incident that led to the discovery of iron ore on the great Gogebic range. This discovery resulted in establishing Ashland as the greatest shipping port and manufacturing center on Lake Superior. This

the United States can show amore healthful growth in as many successive years. The record for 1892 has been obtained from authentic sources and with considerable care. It surpasses that of any previous years:

Residences Schools and Churches.....	\$ 800,420
Public Improvements.....	347,240
Factories and dock improvements.....	490,340
Public Building and Business blocks	250,000
Grand Total Improvements 1892	\$1,884,000

Nearly two millions of dollars invested in improvements during one year is a record to be proud of for 1893.

The record for the past seven years makes a splendid showing for the 'Garland City of the Inland Sea.'

1885	\$ 231,500
1886	881,300
1887	1,220,700
1888	921,356
1889	1,090,191
1890	1,131,062
1891	1,378,300
1892	1,984,000

Total \$ 9,882,498

This makes a showing not equalled by any city of the same population and of course it is not all building improvements, but manufacturing, industrial and public improvements. It has been something of a laborious task to collect these statistics but they are given with authenticity and the different branches are specified.

In analyzing the improvements for 1892 it will be seen that the increase over 1891, —the largest previous record— is \$603,700. Of this amount nearly three fourths of it is represented in homes. The following is a list of Ashland contractors at present: Egan & Callaghan, T. E. Pugh, Sherman T. Murphy, B. W. Harper,



T. E. PUGH,
Contractor and Builder.



P. J. DULLANTY,
Plumber.



JOHN W. CARR,
Contractor and Builder.



DAN. EGAN,
Contractor, Egan & Callahan.



GEORGE CALLAHAN,
Contractor, Egan & Callahan.



FRANK TOMLINSON,
Contractor, A. Donald & Co.



ARCHIE DONALD,
Contractor, A. Donald & Co.

was less than a decade since. Year after year the growth of Ashland has been steady and substantial as well as marvelous. Handsome business blocks, schools churches, academies and factories have kept pace with the demands. The figures showing the increase to be indeed marvelous. No city in



JOHN H. FOSTER,
Contractor.

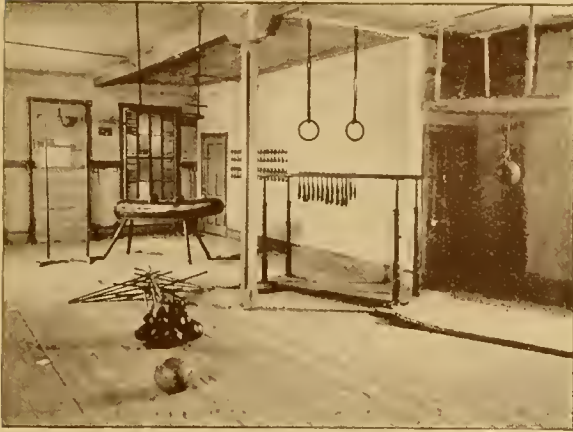


H. P. PADLEY,
Architect



JOHN W. FOSTER,
Architect.

Scott, Hubbell & Taylor, R. J. Burrows, G. D. Brown, A. J. Grant, Geo. Charters, H. Hubbert, D. Connell, John W. Carr & Co., masons and contractors and dealers in brick. Archie Donald & Co., A. H. Oakey, stone contractors. Architects, Conover, Porter & Padley, John W. Foster, Plumbers, P. J. Dullanty, A. L. Morse, Ashland Plumbing Co., Parrin & Corson.



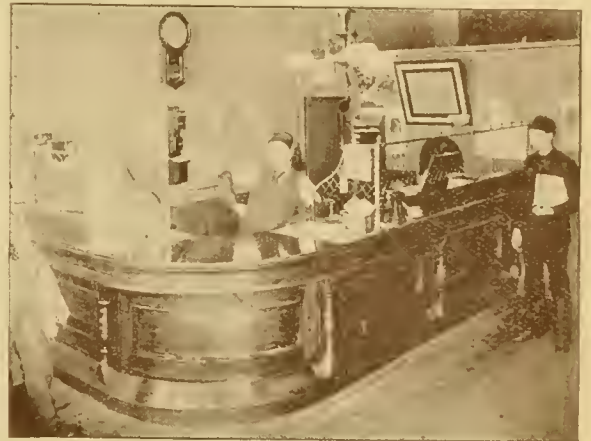
INTERIOR Y. M. C. A. GYMNASIUM.



INTERIOR MILLINERY STORE GLEASON & CO.



RESIDENCE JAMES BREEN.



INTERIOR AMERICAN EXPRESS COMPANY'S OFFICE.



INTERIOR P. J. DULLANTY'S PLUMBING ESTABLISHMENT.



INTERIOR BEEMAN & BOWMAN'S MACHINE SHOPS.

Ashland's U. S. Land Office.



ASHLAND'S land district contains 400,000 acres of unsettled land, which the government offers for practically nothing to home-seekers. Well watered, covered with valuable timber, containing valuable quarries of building stone, with thousands of acres of rich alluvial soil, this district presents attractions for those seeking land possessed by few regions in the west.

The Ashland land district extends from the state of Michigan on the east to Minnesota on the west, a distance of ninety-six miles, and from Lake Superior, on the north, south for seventy-eight miles.

and other game abound. A few trees are cut down, a few stumps are dynamited into fragments, a few seed potatoes are dropped into the pit where the stumps were, and an enormous return is assured. Farm life in Wisconsin woods is not all pleasure, but it is far from being all drudgery.

The federal land office was located in Superior in 1856, being removed to Bayfield three years later. In 1887, it was removed from Bayfield to Ashland, where it will remain as long as there is any government land remaining in Northern Wisconsin.

The registers of the land office, since its removal to Ashland, have been A.

A line of 200 men, headed by a woman, stood night and day for over a week, exposed to the winter snows, and when the windows of the land office were opened at nine o'clock on the morning of the 27th, a rush was made, that beggars description. Within a few days, 30,159 acres of land had been taken. These scenes were repeated with interest two months later when the forfeited Chicago, St. Paul, Minneapolis & Omaha lands were thrown open to settlement. At this time, a line consisting at first of about 100 men was formed in the rear of the land office. It rapidly increased in numbers, until on the day set for opening the lands to settlement, there were no less than 1,600 men in line. During these three weeks, the line was unbroken night or day. Tents were pitched on the grounds, but those in line were forced to remain in place, on pain of losing their chances,—as much as \$25 being paid for the services of a temporary substitute at times. The excitement was so intense that a

special force of police was sworn in, and the Governor was requested to be ready to furnish



VIEW OF SECOND STREET, LOOKING WEST—SHOWING U. S. LAND OFFICE.



R. C. HEYDLAUFF,
Receiver, U. S. Land Office



HENRY BESSE,
Register, U. S. Land Office.

This region, comprising 7,488 square miles is tributary to Ashland, and is capable of furnishing homes for 60,528 farmers, on the supposition that each man would enter eighty acres of land. Of the 4,792,320 acres in the Ashland land district, the 400,000 acres now remaining open to settlement, will within two or three years support 5,000 families. Land hunters need not go to the Dakotas, or other states of the west for homes. In the Ashland district, every section is well watered. Timber is only too plentiful. The terrible droughts which are the curse of the states of the plains are unknown here, and the voice of the grasshopper is unheard in the land. It only needs eighteen dollars to secure a homestead. A comfortable house can be built for a song. The streams that run by the door of nearly every settler's house teem with brook trout, black bass and pike, Deer

K. Osborne, G. W. Carrington and the present incumbent, Henry Besse. Mr. L. T. Boyd was receiver under President Cleveland's administration. R. C. Heydlauff holds the office at present. The present location of the office is on the second floor of the First National bank building, but it will be removed to the second floor of the government building in November, 1893.

LAND EXCITEMENT OF 1891.

The opening of the forfeited Wisconsin Central lands to settlement in the month of February, 1891, was a scene of weeks of unparalleled excitement in Ashland.

For three weeks before the date of the opening, the city was thronged with men and women from different parts of Wisconsin, Minnesota and Michigan.

the mass of humanity should it change into a mob. Several shooting scrapes occurred. Two rival lines were formed, and bloodshed was threatened. About twelve hours before the time set for opening the land office windows for receiving applications, a telegram was received from Secretary Noble, ordering the opening to settlement postponed in order to avoid bloodshed. In November of the same year, the lands were finally opened, 28,481 acres being disposed of within a few days.

The following summarized table of figures gives some interesting facts regarding the Ashland district:

AREA ASHLAND LAND DISTRICT.	
Length in miles.....	78
Width in miles.....	96
Square miles.....	7,488
Acres in the district.....	4,792,320

Ashland County Farms.



RECENT developments indicate that in addition to the 400,000 acres still left in the Ashland land district, there are at least two Indian reservations, and possibly four, which will undoubtedly be thrown open to settlement within the next four years. The prospects

unless that immediately at Bayfield be excepted. There are two deeply indented portions of the shore which are sheltered by the Apostle Islands and will afford ample protection for vessels during the most violent storms. Aside from this, the prominent parts of the shore line are noted for their brownstone cliffs.

The Bad River reservation extends to within a distance of six miles of Ash-

All these lands are rich in minerals and pine timber, and when cleared off, raise astonishingly large crops of potatoes, wheat, oats and hay. The Indian lands, when opened to settlement by congress, will make a total of 672,000 acres, which may be acquired for practically nothing from the government. The highest price paid under the timber and stone act, is \$2.50 per acre. This includes such lands,—as has been held by the U. S. district court of Oregon,—as are not valuable at the present time for farming purposes on account of being covered with timber or stone. In every case, the lands so acquired, contain thousands of feet of valuable pine, while the soil consists of a fertile loam mixed with red clay, especially adapted to wheat raising. To acquire a home-



HOMESTEAD NEAR IRON RIVER, WIS., ON U. S. INDEMNITY LANDS RECENTLY OPENED FOR SETTLEMENT.

are that they will be opened to settlement when congress meets next December. The reservations referred to are the Red Cliff, Bad River, Lac Court O'reilles and Lac du Flambeau, embracing an aggregate of 271,750 acres.

The Red Cliff reservation is about 25 miles from Ashland and contains 11,457 acres. There is some talk that this reservation will be thrown open for entry during the present year. The part forming the Shore line of Lake Superior has the best harbor on the south shore,

land. It contains 124,333 acres, which will be opened for settlement at the same time as the Red Cliff lands. The Lac Court O'reilles reservation, with 66,136 acres, and the Lac du Flambeau reservation, in Oneida county, containing 69,829 acres are expected to be opened about the same time. These four reservations contain 2,992 Indians. They will be allotted their portion, but there will be many thousand acres left over, upon which the white man has his eye.

stead, the sum of \$18 must be paid at the government land office, and five years' residence is required.

The local land office officials have made out papers for 1,174 homestead applications, in which 140,880 acres of land have been entered,—within the past two years. Not one homestead has been abandoned after entry. There have been 333 cash entries, during the same time, covering 39,660 acres. During the last two months 131 timber and stone entries were made, covering 10,400 acres.



C. O. PAIGE,
Groceries.



WM. KELLOGG,
Of Barton, Kellogg & Co



B. G. BUCHANAN,
Groceries



ALEXANDER E. PORTER,
Star Grocery.



E. M. KEPLER,
Star Grocery.



C. W. ADAMS,
Mgr. Lake Superior Coal Co



T. C. SCHUTT,
Notions



A. SCHUTT,
Notions



CHAS. GRIFFITHS,
Colby House Barber Shop.



CHAS. LEVY,
Model Clothing House.



G. W. CARRINGTON,
Surveyor



M. J. GRAMMONT,
Cigar Manufacturer



J. G. MARTIN,
Mgr. N. W. Mercantile Co.



WALTER FITCH,
Of N. W. Mercantile Co.



GEO. W. MIARS,
Supt. Ohio Coal Co., Docks.



F. E. GODDARD,
Sec. Prentice Brownstone Co.



E. E. DAVIS,
Supt. Excelsior B. S. Quarry



A. GUINAND,
Jeweler.



JOHN SPRING,
Haberdasher.



W. C. MORRIS,
Ashland Lighting Co.

C. C. Thompson Lumber Co.

Washburn, Wis.

FORTY-FIVE million feet of lumber makes a mammoth stock (one not familiar with the lumber business can hardly conceive of its magnitude) but such is the annual capacity of the C. C. Thompson Lumber Company's plant at Washburn. It is one of the most complete lumber institutions on Chequamegon Bay, and its product has added very materially in increasing the total output of this district during the past few years. The saw-mill proper contains a band, gang and circular saws, two double edgers, two trimmers, slashers, steam niggers and steam-feeds and in fact, has a thoroughly modern equipment. Its daily capacity, for a ten hour run, is 175,000 ft. In connection with the saw-mill is also a shingle and lath mill. The entire plant is lighted with electricity, the source of supply being two dynamos of Weston manufacture.

The company is composed of men who have made the lumbering business a life study in all its departments, and there are none more competent or experienced. The President of the company, Mr. C. C. Thompson, has been established in the lumbering business for the past thirty years and all its secrets are as an open book to him. The Secretary and Treasurer, Mr. C. F. Thompson, Jr., has been connected with the lumber trade for the past twelve years, receiving his early education in that line in Chicago, where both officers reside.

The company do their own logging. The past season they gave employment to forty teams and two hundred men,

making quite an army in itself. They own considerable stumpage and have cut some of the finest cork pine timber from their lands, ever brought to this bay.

The mill is conveniently located at Washburn, on Chequamegon bay, with excellent facilities for shipping stock either by water or rail. Their docks have a capacity for 15,000,000 feet of lumber and the depth of water around the dock is ample so that vessels can load to their fullest capacity without

lightering. They have also yard room for piling 15,000,000 feet, making the total piling room 30,000,000 feet.

The planing mill run in connection with the saw mill, has a daily capacity of 60,000 feet and it, also, is thoroughly equipped and capable of doing all kinds of work. Three million feet of lumber was dressed and shipped by rail this winter.

The Company also own the Schooner "Jack Thompson" which runs on Lake Michigan between Menomines and Chicago. The Thompson Bros. Company, of Chicago, is a connection of this company, handling part of the product of the Washburn institution. Mr. C. C. Thompson and Mr. C. F. Thompson Jr. being respectively the President and Secretary of that company.

It was in January, 1889, that the C. C. Thompson Lumber Company was organized, succeeding the

C. C. Thompson & Walcup Company and it is just such institutions that have materially assisted in building up the large industrial interests of the "New Wisconsin."

On this page we give views of the docks of the C. C. Thompson Lumber Company at Washburn. A view of logs from one of their camps is also given, showing that their product ranks with the very best in the market. The mill has been thoroughly overhauled this winter and considerable new machinery put in so their facilities for manufacturing lumber is unexcelled. On one of the pages devoted to Washburn manufacturing institutions we give a view of their mill.

The intention is to make their plant one of the permanent institutions of the "New Wisconsin." The Company is fortunate in having an aggressive and energetic management and during the coming season will run night and day shifts and eclipse all former records in the amount and method of their product. Their facilities are thoroughly modern in all their appointments. The water and rail advantages for shipment are unexcelled.



LOGS ON SKIDS—C. C. THOMPSON LUMBER CO., WASHBURN, WIS.



DOCKS OF THE C. C. THOMPSON LUMBER CO., WASHBURN, WIS.

Wholesale Business Houses.



ONLY a few years ago, Ashland was altogether a buyer in the commercial world. Now, over a hundred commercial traveling men, with silk hats, sail out under Ashland colors. It has

become one of the most important wholesale and jobbing centers in the Lake Superior region. The rapid strides made in this direction during the past five years are truly marvelous. It was Carlyle who remarked that a city's importance was measured by its commerce,—as a supply point. In this feature Ashland takes position as one of the largest supply points for the great northwestern commerce. The Great Lakes have become the great avenue through which the commodities pass. Trade from the great northwest, being constantly developed, converges as naturally to the "Big Sea Water," as water seeks its level.

The city now has something over fifty wholesale jobbing houses, while as a lumber market, Chequamegon bay is the center of operations for the product of over half a billion feet of lumber every year.

During the past three years the figures show an astonishing increase. Briefly summarized they are as follows:

Wholesale and Manufacturing Trade.	
Meats	\$ 1,600,000
Lumber	2,300,000
Brownstone	325,000
Liquors	200,000
Beer	225,000
Sash, doors and blinds	300,000
Wagons, carriages, etc	16,000
Cigars and tobacco	200,000
Furniture	31,000
Salt, Lime, Cement and brick	100,000
Coal	1,800,000
Machinery manufactured	425,000
Oils, etc	90,000
Hardware and machinery	175,000
Provisions, etc	73,000
Flour	82,400
Pig Iron	725,000
Feed	55,200
General Merchandise	831,522
Bottling Works	20,000
Miscellaneous	26,000
Grand Total, 1892	\$ 9,599,122
Grand Total, 1891	8,487,600
Increase	\$ 1,111,522

land as a wholesale point. Nearly all of the supplies are received by way of water and shipped out by rail.

The Lake Superior Beef Company.

THERE are no more extensive distributing centers for dressed meats in the country than Ashland. Although there are no packing houses located here, the meats are sent to Ashland almost in solid trains of refrigerator cars and distributed throughout Northern Wisconsin and the upper peninsula of Michigan. In July, 1888, Swift & Co., of Chicago, located a branch house in Ashland under the name of Lake Superior Beef Co. This firm of Swift & Co. is too well known throughout the United States to need any mention here, but suffice to say that their meats and products are considered as standard throughout the Lake Superior country, as a gold dollar. They give their trade the very choicest of cuts direct from their Omaha house. They have a storage capacity of five cars, and do an an-



WAREHOUSE OF LAKE SUPERIOR BEEF COMPANY.

The unexcelled dockage facilities and the enormous output of iron, lumber and brownstone forms the basis for this unparalleled growth. All of the towns in Northern Wisconsin are naturally supplied from this point.

With an increase in products sold of over a million and a grand total that has nearly reached ten millions annually, no further words are necessary to establish Ashland's supremacy, as a wholesale and manufacturing center for Northern Wisconsin.

Another interesting feature in this connection is the miles of railroad tributary to Ash-

land business out of Ashland of nearly a half million of dollars. They handle fresh beef, pork, veal, mutton, butterine and provisions of all kinds, and on the refrigerator line have fresh beef in Ashland forty-eight hours after it is killed in Omaha.

In November, 1889, Mr. R. V. Shephard, the present manager, took charge, and the mammoth trade he has built up is not excelled. He is not only popular, energetic, and experienced in his trade, but sees to it that his customers are well cared for in every detail. They keep a number of traveling men on the road constantly, and cover a large range of territory, working out over a hundred miles on the four railroads terminating at Ashland. Swift & Co. have a well-deserved popularity here.



Ashland Wholesale Trade.

consin, dealing directly with the growers in car load lots, and in season handle enormous quantities of Florida and California products as well as imported fruits. They have spacious warehouse and refrigerator capacity, having seven warehouses, including elevators, and their refrigerator capacity in Ashland is about three to four cars. The keep several traveling men on the road constantly looking after the wants of their increasing trade.



AN OLD philosopher once remarked: "Young men, glory in your strength." This is true in a business sense. Ashland's wholesale dealers are nearly all young men

—active, pushing and energetic. Competition is close and keen, margins are small and it requires an unusual amount of business ability, and Ashland certainly possesses an array of young wholesale business men of which any city might feel proud.

The Livy R. Cochrane Company.

THERE is no better barometer of the general trade of any commercial center than its wholesale institutions. Prominent among these is the Livy R. Cochrane Co., wholesale fruits, produce,



PART OF WAREHOUSE—LIVY R. COCHRANE CO.

During 1892 their aggregate business exceeded a quarter million dollars and this will be largely increased this year. The company is well managed in every department, and the aim is to build up a substantial business, one that is a credit to the city and one that will in a short time branch out into an extensive elevator and grain trade. The company is composed of young and energetic business men and their record and dealings since they have been established in this city are



J. T. HANLEY,
Hanley & Holbrook, Com.



J. S. HOLBROOK,
Hanley & Holbrook, Com.



R. V. SHEPHERD,
Mgr. Lake Superior Beef Co.



LIVY R. COCHRANE,
Livy R. Cochrane Co. Com.

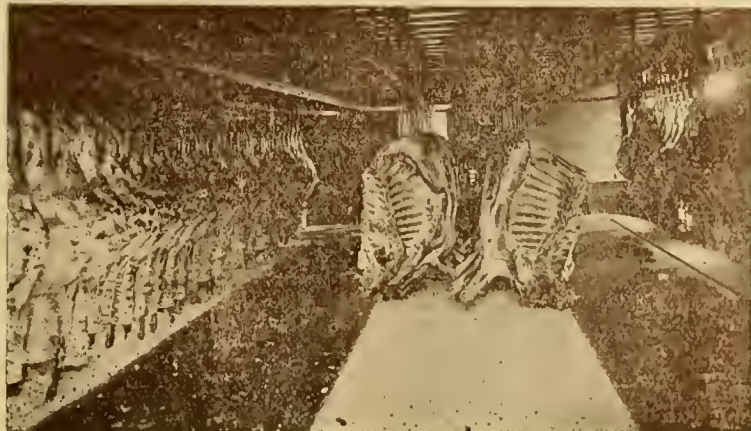


T. HARRY COCHRANE,
Livy R. Cochrane Co. Com.

grain, flour etc., etc. The company established their business in Ashland in 1891, and the firm consists of Livy R. Cochrane and T. Harry Cochrane, the former having charge of the business in Ashland, and the latter in charge of a branch house at Westfield. They also have branch houses at Coloma and Ormes, Wisconsin. They do an extensive business in potatoes and farm products, supplying the large market incident to lumber operations, having handled something over 75,000 bushels this year. They are one of the largest handlers of country eggs and beans in the state. The brand of

"Badger State Beans" is well known to all branches of the jobbing trade all over the United States. In fruits, they are second to no other firm in Northern Wis-

consin, such as to give confidence to their customers and make them one of the most solid and substantial institutions of the "New Wisconsin."



INTERIOR OF COOLING ROOMS LAKE SUPERIOR BEEF COMPANY.

Hanley & Holbrook.
One of the recent enterprises launched in Ashland is the firm of Hanley & Holbrook wholesale meats, provisions, grain and livestock. The firm is composed of J. T. Hanley, well known throughout Northern Wisconsin and J. S. Holbrook formerly manager of the Armour Packing Co. They have elevators at Roberts Wis., and handle the fresh and dressed beef direct from the Minneapolis Packing Company.



J. B. MATHEWS.



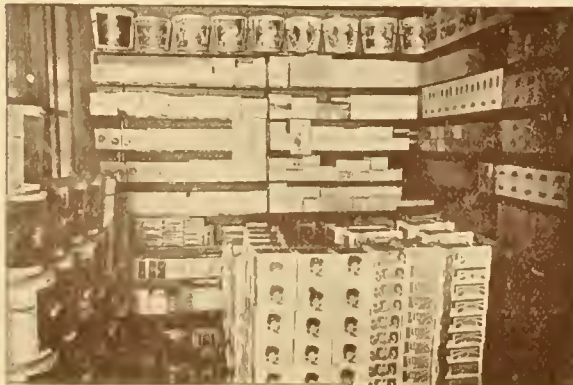
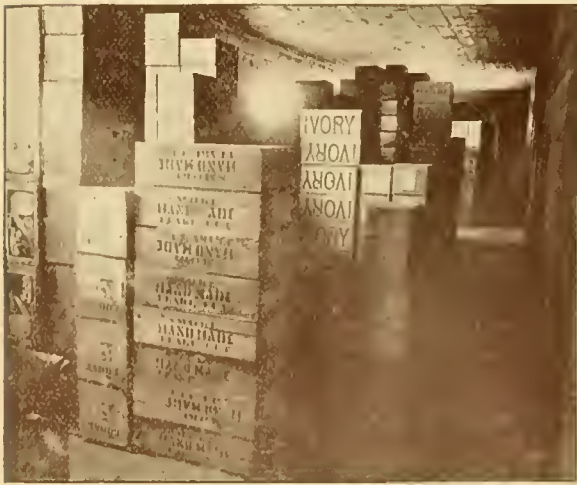
L. F. MATHEWS.



G. O. MATHEWS.

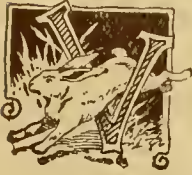


M. T. MATHEWS.



Ellis Ave. Warehouse of J. B. Mathews & Co., Wholesale Grocers, Ashland, Wis.

The Ohio Coal Company.



EVERY rapidly have the interests of the Ohio Coal Company been developed at Ashland, Wis., Duluth, Minn., and West Superior, Wis.

The company was organized in 1885, and during the first years of its existence were in possession of large storage docks at Duluth. In 1888 they secured a lease of what was then known as the Wisconsin Central coal dock. Ever since that time it has been a matter of rapid development. When they

terprise of the Ohio Coal company, the city of Ashland is indebted for one of the institutions which gives it prominence as a commercial center.

The first addition to the dock was built in 1887-88—400 x 200 feet being completed. The next was 285 x 200 feet, completed in 1889-90. With these two additions, and the dockage room leased from the Ashland Lime, Salt & Cement Company's dock,—the total storage capacity of the company has been increased to about 100,000 tons.

The present dimensions of the dock are 700 x 250 feet—four unloading

received from Ohio ports,—Buffalo, Toledo, Cleveland, Loraine, Sandusky, Fairport and Ashtabula.

One original departure has been made by the company, which gives them good prestige in the anthracite coal trade. They have constructed immense coal sheds on the dock, at considerable cost, in order to get their hard coal under cover and thus avoid exposure to snow and rain. One shed 220 feet long was completed last season,—and it is the intention of the company to extend their sheds this season so as to cover their entire stock of anthracite and smelting coal. It insures the best quality of coal, preserved in its original strength, for the trade supplied by the Ohio Coal Company.

The first boat which arrived at the port last season, brought in a cargo of coal for the Ohio company. It was the steamer E. M. Peck, and she unloaded 2,200 tons as an initiative for the season's business. Great crowds of Ashlanders gathered on the dock to watch the arrival of the first boat.

The general office of the Ohio Coal Company is located at St. Paul.

Besides the dock at Ashland the company have docks at West Superior and Duluth. The coal shipped from Ashland goes to supply the wholesale trade in Northern Wisconsin, which is rapidly growing to immense proportions. A large portion is also shipped west.

The unloading, shipping and handling of coal gives employment to quite a large number of employes all the year through, the number being often increased to seventy five men, during the rush of the summer season.

There is good depth of water around the dock so that the largest boats and heaviest can touch there without the slightest danger of "grounding."

The company mine their own coal both in the Hocking Valley district of Ohio and in the Pittsburg and Youghiogheny district of Pennsylvania and they are the exclusive agents on Lake Superior of the Pennsylvania Coal Co. and the Delaware and Hudson Canal Co.—These two companies are miners of Pittston and Lackawanna Coal respectively, and the high standing of the Ohio Coal Company in the Northwest is greatly enhanced by the superior quality and condition of the coal they place upon the market.

The half-tone cut on this page illustrates the unloading portion of the dock. It was taken from a photograph which was secured shortly after the arrival of a schooner at the dock, with coal from some Lake Erie port.

During the shipping season there isn't a busier place on Ashland's long line of water frontage than the Ohio Coal company dock. Coal can be loaded from the boats into cars, all ready for shipment, as well as being stored on the dock.



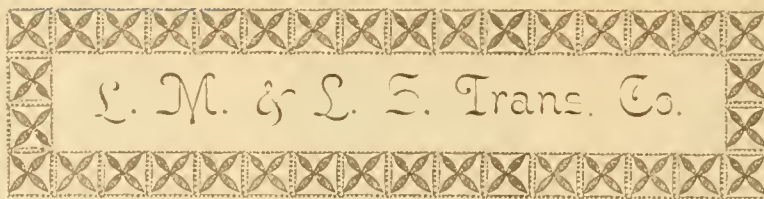
UNLOADING COAL AT THE OHIO COAL CO. DOCK, ASHLAND, WIS.

took control of the docks, there was hardly a good retail capacity, now there is capacity for an immense wholesale trade which has been increasing in volume at a surprising rate.

This matter of increasing the capacity of the dock has been accomplished by a series of additions and improvements until the dock has reached nearly twenty times its original capacity,—and has all the modern improvements of a modern coal dock. The business has largely increased from year to year, necessitating the investment of a large amount of money for additional handling facilities and storage capacity and to the en-

towers being operated. This company have a portable pony engine for the purpose of moving cars,—and it greatly increases the facilities for shipping. Just to give an idea of the immensity of the shipping done at this dock, it might be mentioned that 10,000 cars, in round numbers, varying in capacity from ten to thirty tons,—were loaded at the dock during the past season, and shipped out to supply the vast wholesale trade.

The total coal receipts of the dock for the season of 1892, including hard and soft coal, was 175,000 tons, and this brought over one hundred vessels to the dock, coal laden. The coal is mostly



EVER among the thousands of vessels that make the port of Ashland during the season of navigation, there are none which arrive and depart with more regularity than those that fly the "L. M. & L. S. T. Co.," pennant at their mastheads. The Lake Michigan & Lake Superior Transportation Co. has a fleet of boats regularly plying every port of interest on the two lakes, and when the new steamer Manitou is completed will have two distinct routes. One route will be from Chicago to Milwaukee, thence to Mackinac island, up the St. Mary's river to Sault Ste. Marie, and from that point up the full length of Lake Superior to Ashland and Duluth. The other route will be from Chicago to Harbor Springs on the east shore of Lake Michigan, thence to Mackinac islands and to Sault Ste. Marie.

It is expected to have the handsome new Manitou fully equipped and ready for service by about the middle of June next, and she will at once enter on her deigned route between Chicago and Sault Ste. Marie, stopping at Mackinac Island and Harbor Springs, and making two round trips each week. She will be commanded by Captain Allan McIntyre, so well and favorably known to the traveling public. The other steamers of this company's fleet are the City of Duluth, City of Traverse, Peerless, and Jay Gould, which will make as in former seasons, semi-weekly trips between Chicago and Ashland, stopping at Milwaukee, Mackinac island, Sault Ste. Marie, Marquette, Hancock, Houghton, Duluth and Bayfield.

Any person who has enjoyed one of these pleasurable trips during the tourist season can vouch for their genuine merit in every consideration.

There is every convenience at the command of passengers and the delightful rest and quiet sight-seeing of some of the most picturesque scenery in the world, gives the trip every attraction and inducement.

The new steamship, the Manitou now building by the Chicago Ship Building Company is the result of plans that were under discussion many months, and will be one of the finest vessels ever seen on the lakes, presenting many novel and agreeable features for the comfort, convenience and safety of the trav-

eling public. This ship is being built of steel throughout, to the rules of the Bureau Veritas of France, and under the immediate supervision of Captain F. D. Herriman, the chief inspector for the lakes of that well known classification society, and her rating will be the highest. The steel used is rigidly inspected and tested both at the mill and at the shipyard.

Specifications under which the vessel is being built provide for materials that are more than equal to the standard, and Captain Herriman says that if built according to the specifications the steamer will be given the highest rating to which lake vessels will be entitled in the records of the Bureau Veritas. There is no doubt, of course, that both owners and builders will see to it that these requirements in construction are fully complied with, as the Veritas rating which they seek is especially valuable in a passenger boat. Not only is this rating valuable from an insurance standpoint, but also from the fact that it gives to the patrons of the company



STEAMER MANITOU—L. M. & L. S. TRANSPORTATION CO.

assurance that the owners have complied with every demand necessary to securing for their ship a certificate from one of the leading classification societies of the world, guaranteeing the best construction for the trade in which she is to be engaged.

The ship has an overall length of 259 feet, keel 275 feet, beam 42 feet and depth to spar deck of 24½ feet, or to hurricane deck 32½ feet. The water bottom is 3½ feet deep, extending the whole length of the vessel and divided into eight compartments, while seven water tight bulkheads in the hull afford a degree of subdivision and safety which has never yet been introduced in vessels of her class. It brings the danger of

sinking down to a minimum; in fact it makes it almost an impossibility.

The machinery being built by the Cleveland Ship Building Company, consists of a triple expansion engine with cylinders 23, 33, and 62 inches diameter and 36 inches stroke, and two steel gun-boat boilers, 11 feet diameter by 21 feet in length, placed in a separate compartment and connected to one oval smoke-stack, and carrying 160 pounds of steam. The ship is expected to make from 15 to 16 miles an hour on natural draught.

Steamers of this line are thoroughly equipped for the handling of freight with satisfactory results. The steamers are provided with steam freight elevators, thereby doing away with the old custom of lowering and hoisting freight through slings. The freight is now lowered and hoisted by means of these elevators, and reduces the breakage and damage down to a minimum. During the early spring months, and fall months the attention of the company is almost entirely devoted to freight business. The tonnage has steadily increased within the past few years, and the company is now making great efforts to secure a goodly share of business, destined to north-western points as far as the Pacific coast; such business being transferred to the two freight lines now operating direct from Duluth. The freight rates are of course, lower than all rail rates, and while it is always advisable

to cover all shipments by Lake lines, by marine insurance, the expense attached thereto is but a nominal one, being from one-half cent to one cent per 100 lbs.

Officers of the Lake Michigan and Lake Superior Transportation Company Samuel F. Leopold, presi-

dent; Albert T. Spencer, vice-president Charles F. A. Spencer, secretary and treasurer; Joseph Austriau, general manager; Joseph Berolzheimer, general passenger agent. General offices of the company are in Chicago at Rush and North Water streets.

Mr. Austriau is also largely interested in Ashland and was one of the early pioneers of the Lake Superior Country. The company is ably represented in Ashland by C. M. E. McClintock, and merchants are this season giving a large amount of their freight to the L. M. & L. S. T. Co., and taking advantage of reduced freight rates.

The finest trip in the world is a voyage on the Great Lakes via this line.

Ashland's Pleasure Fleet.

SINCE the earliest days one of the pleasures of a summer in Ashland is the boating excursions on Chequamegon Bay. The regattas and moonlight excursions of past summers bring back pleasant memories and a cruise among the famous Apostle islands is a delightful trip. It takes about a day to make the trip and the fleet of pleasure steamers on Chequamegon Bay is not excelled in the Great Lakes.

The fleet of excursion boats consists of the steamer Plowboy, Capt. F. A. Bishoff, and the steamers Daisy and Fashion, Capt. F. R. Brower. The two

lar as clockwork and always on time. She is roomy and furnishes plenty of room for the delightful moonlight excursions, which are quite a feature of summer society in Ashland. Capt. Bishoff has had the Plowboy on Chequamegon Bay for several years past and she has proven a very valuable boat.

The steamer Daisy is one of the best little boats on the lakes. Capt. Brower feels naturally a

considerable pride in the Daisy and well he may. The history of navigation on Chequamegon Bay would indeed be incomplete without prominent mention of the Daisy.

During the past winter Capt. F. R. Brower has put in a large and latest improved fire pump on the steamer Fashion so that this boat now virtually represents the fire patrol of Chequamego



THE STEAMER FASHION.



CAPT. F. A. BISHOFF,
Master Steamer Plowboy.

gentlemen have established a regular ferry line between Ashland, Washburn and Bayfield, every half hour.

The Plowboy is a staunch little craft and makes her trips as regu-



STEAMER PLOWBOY.

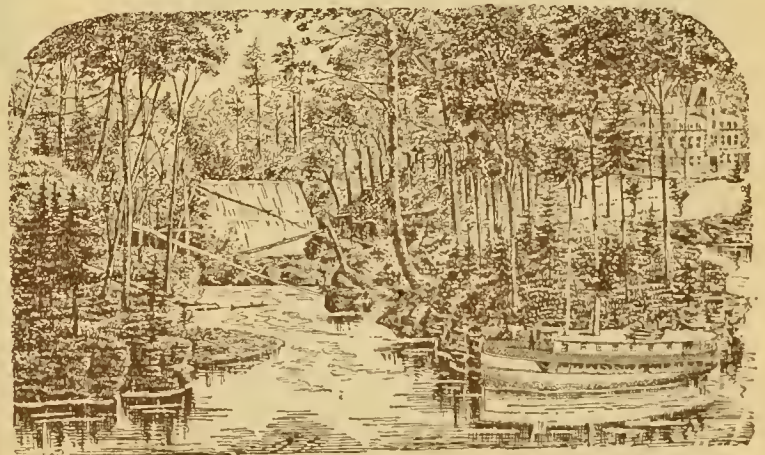


CAPT. F. R. BROWER,
Fashion and Daisy.

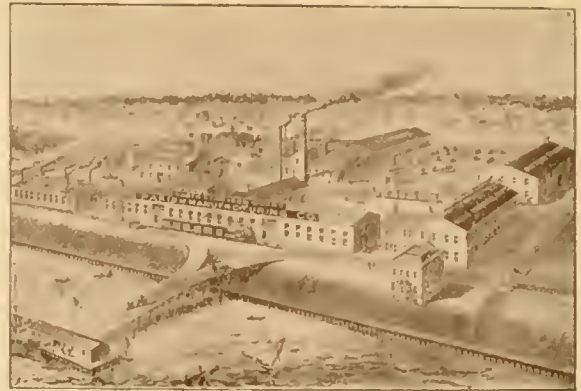
bay and furnishes ample fire protection for the miles of dockage, which is constantly kept under surveillance. The Fashion is altogether one of the finest steamers on bay for excursion parties.



THE STEAMER DAISY.



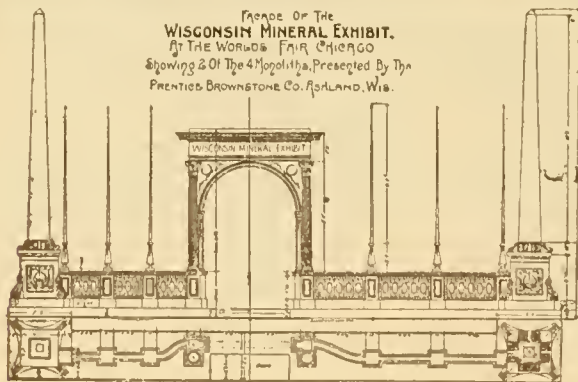
PICNIC GROUNDS AT HOUGHTON POINT—OWNED BY F. PRENTICE.



ONE OF THE SUPERIOR BROWNSTONE CO'S QUARRIES ON BASS ISLAND



INTERIOR OF SCOTT & PRINCE'S FURNITURE STORE.



FRONTS OF THE WISCONSIN MINERAL EXHIBIT. AT THE WORLD'S FAIR CHICAGO Showing 201 The 4 Mopoliths, Presented By The PRENTISS BROWNSTONE CO. ASHLAND, WIS.



RESIDENCE C. M. E. M'CLINTOCK.



ED. BROWN,
Lumberman.



H. R. ROSE,
Lum. Inspector & Shipper.



A. E. CARTIER,
Lumberman.



COL. GEO. P. HYLAND,
Lumberman.



W. W. RICHARDSON,
Lum. Inspector & Shipper.



PAUL NORDSTROM,
Ashland Foundry Co.



JOHN G. NOBLE,
Court Reporter.



ADOLPH WINCKLER,
Milwaukee, Wis.



S. W. BAILEY,
Photographer.



I. P. NEWTON,
Lumber Manufacturer.



D. S. MACKLE.



CHAS. FISHER.



SAM ANGVICK,
Furniture Dealer.



SHERMAN MURPHY,
Contractor.



A. H. OAKLEY,
Contractor.



THOS. OLESON,
Pres., Nor. Mfg. Co.



OLE JOHNSON,
Treas. Nor. Mfg. Co.



CHAS. ROOD,
Genl. Man. Nor. Mfg. Co.

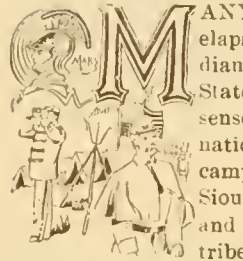


WM. M'ASKILL,
Merchant, Glidden, Wis.



JAMES DONALD,
Firm of A. Donald & Co.

La Pointe Indian Agency.



MANY years will have elapsed before the Indians of the United States cease to be in a sense, wards of the nation. The Indian campaigns against the Sioux, the Apaches and other western tribes, are the means of keeping Uncle Sam's troops busy, and afford about all the actual experience obtained by army officers. The Chippewa Indians of Lake Superior are an

exception. Intelligent, progressive and largely self-sustaining, they are little care to the government, although under the charge of an officer of the regular army.

The LaPointe Indian agency is located at Ashland, being now under the



LIEUT. W. A. MERCER,
Indian Agent at Ashland.

charge of Lieutenant W. A. Mercer, of the United States regular army, with R. G. Rodman as clerk. The agency consists of seven reservations, four of which are found in the state of Wisconsin, and three in the state of Minnesota. The following table gives the name of each of the seven reservations:

Reservation.	Acreage.
Red Cliff, Bayfield county, Wis.....	11,457
Bad River, Ashland do	124,333
Lac Courte Oreilles, Sawyer county, Wis.....	66,136
Lac du Flambeau, Oneida county, Wis.....	69,824
Fond du Lac, Carlton county, Minn....	92,346
Vermillion Lake, St. Louis, Itasca county, Minn.....	131,629
Grand Portage, Cook county, Minn....	51,840

Total acres in La Pointe agency.. 547,565

The Red Cliff reservation is located five miles from Bayfield, and is connected with the city by a good wagon road. It is situated on Buffalo Bay, on the opposite side of the channel from Bass Island, directly on the route of all vessels to and from Duluth and Ashland.

The Bad River reservation lies a few miles east of Ashland. The principal settlement is at Odanah, eight miles from Ashland on the Milwaukee, Lake Shore & Western road.

The Lac Courte Oreilles reservation is situated near Hayward on the C., St. P., M. & O. road. The Indian village, Lac

Courte Oreilles and Pahquahming are about twenty miles from Hayward.

Of the Lac du Flambeau reservation, the principal village is located at the foot of the lake bearing the same name, twenty miles from Manocyne, on the C. M. & St. P. road.

The Indian village of Fond du Lac is situated two miles from Cloquet, Minn., a station on the line of the D. & W. and D. & St. P. railways. Another Indian village is situated ten miles west from Cloquet.

The Vermillion Lake reservation is situated about three miles from Tower, Minn., on the D. & I. R. rail road. The Bois Forte Indians have a number of settlements in St. Louis and Itasca counties.

The Grand Portage reservation is situated about 200 miles from Ashland, on the north shore of Lake Superior. The village is built about ten miles west of Pigeon river, the boundary line between Minnesota and Canada. A branch of the tribe resides at Grand Marais, about forty miles southwest of Grand Portage.

The census of La Pointe Indian reservation of '92 shows 1,410 males and 1,588 females between the age of 6 and 12.



M. A. LEAHY,
Ex-Indian Ag't. at Ashland.

The total population is 4,816, as follows.

Red Cliff.....	500
Bad River.....	609
Lac Courte Oreilles.....	1,214
Lac du Flambeau.....	989
Fond du Lac.....	735
Vermillion Lake.....	774
Grand Portage.....	315

Total..... 4,816

There are 627 children of school age in the several reservations, of which number 305 attended school during the last year. On six of the reservations the Catholic church has erected chapels. The Presbyterian church has three missions. Thirteen Indian policemen are employed in the different reservations. The rights of the Indians are determined by state and national laws. Blanket Indians are a rarity, the dress of the white man being universally adopted. A large majority live in log houses, while a few live in wigwams covered with cedar bark.

When the white man first set foot in the territory of Wisconsin, he found it occupied by the Sioux and Algonquin tribes of Indians. When Father Allouez established the 'Mission of the Holy Ghost' at Houghton Point or Madeline Island, (authorities differ which,) Oct. 1st., 1665, he found 800 Indians collected from seven different branches of the Algonquin tribe on Chequamegon Bay. These were Chippewas (Ojibwas) Hurons and Ottowas, Sacs and Foxes, Pottowotames and Menominies.

On Luth, a French tradesman, traded with the Indians of Chequamegon Bay in 1693, and from that time until 1854 Indian supremacy was unquestioned.

There is no question that the Hurons and the Ottowas were the first to settle on the inviting shores of Chequamegon Bay. Driven westward by the fierce Iroquois they left Ontario and found a safe shelter on the bay of Ssha-qu-wamick-koong (the bay of shallow water. Shortly after Allouez visited the Bay, the number of Indians increased to 4,000.



VIEW AT LA POINTE, THE FIRST INDIAN AGENCY ON LAKE SUPERIOR.



E. A. HAYES.
Gen'l Man. Ashland Mine.



VIEW OF THE ASHLAND MINE.



J. O. HAYES.
Gen'l Man. Germania Mine.



GENERAL VIEW OF GERMANIA MINE, HURLEY, WIS.



D. A. BENNETT,
Supt. Anvil Mine



VIEW OF THE NORRIE MINE, IRONWOOD, MICH.



D. D. SMITH,
Supt. Germania Mine.



OFFICE—COMMERCIAL HOTEL.



DINING ROOM—COMMERCIAL HOTEL.



INTERIOR DRUG STORE—H. D. WEED.



INTERIOR CLOTHING STORE—M. W. HAGERTY.



RESIDENCE—F. F. HUBBELL.



RESIDENCE—DR. O. W. HARRISON.

The New England Store.



IN this era of business activity and thrift, among growing American cities there is nothing more essential to commercial prestige than a first class dry goods establishment. Of late years it has become a necessity to any prosperous young city and almost fills the niche of a public institution. Shopping is an art among American ladies, and at the New England Store in Ashland ladies have the same oppor-

business—nor realize the business capacity and judgment required to look after the intricate management of its affairs. The New England was established several years ago, and it has grown apace with the general development of the city. John Bannatyne, the proprietor, has personal supervision of every department of the extensive store. The



RIBBON DEPARTMENT.



GLOVE AND HOSIERY DEPARTMENT.



DRESS GOODS AND LACE DEPARTMENT.



CARPET AND RUG DEPARTMENT.



EXTERIOR NEW ENGLAND DRY GOODS STORE.

tunities in prices and goods to exercise their shrewd judgment as in metropolitan stores. Each nationality seems to have its peculiar branch of business and for the dry goods trade, nothing excels the sturdy Scotchmen. The New England has the Scotch emblem, the thistle, for a trademark and no merchant has the confidence of Ashland people more completely than John Bannatyne.

Few persons realize the magnitude of business done by a large dry goods establishment and all of the various and minute details of its enormous

storeroom is the largest in the Knight block. Three floors are utilized to display the stock.

Such establishments are the pride of Ashland and attract a large amount of outside trade.



UNDERWEAR AND LINEN DEPARTMENT.



DR. EDWIN ELLIS,
Pres. First National Bank.



G. C. LORANGER,
Cashier Security Bank.



C. E. TREPT,
Cashier First Nat'l Bank.



N. I. WILLEY,
Cashier Ashland Nat'l Bank.



C. F. LATIMER,
Cashier Nor. Nat'l Bank.



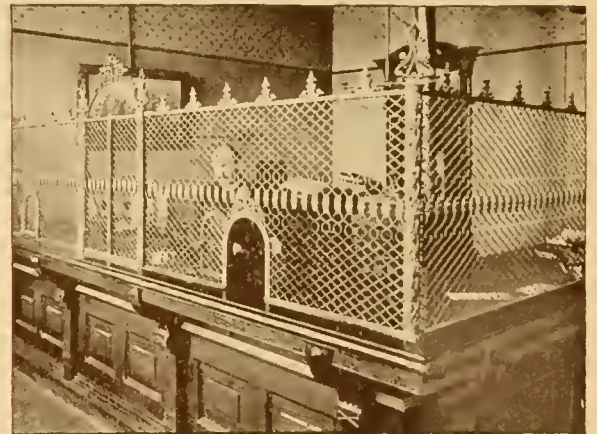
INTERIOR FIRST NATIONAL BANK.



THOMAS BARDON,
Pres. Ashland National Bank.



J. SCOTT ELLIS,
Pres. Security Bank.



INTERIOR ASHLAND NATIONAL BANK.



INTERIOR SECURITY SAVINGS BANK



INTERIOR NORTHERN NATIONAL BANK.



INTERIOR HARDWARE STORE—OCHRAN & MARSHALL.



STOVE AND RANGE DEPARTMENT—COCHRAN & MARSHALL.



SECOND HAND STORE—ANGVICK BROS.



HARDWARE WARE HOUSE—E. GARNICH.



VIEW OF TIMBER—BRULE LUMBER CO.



LOGGING CAMP—BRULE LUMBER CO.

Ashland's Wholesale Trade.



WHEN a city attains the prestige that Ashland already enjoys as a wholesale center, it is interesting to review the current of events, that has led to it.

The most important consideration in a jobbing center is accessible trade that flows towards it.

The territory tributary to Ashland consists chiefly of the lumbering and mining industries, which form the basis of a cash system. Supplies are sold in bulk and in larger quantities than in farming communities, and the demand is more diversified.

The country made tributary to Ashland by the different railroads, is as follows:

RAILROADS.	MILES.
C. St. P. M. & O.	150
Northern Pacific.....	1,500
Wisconsin Central	220
D. S. S. & A.	150
M. L. S. & W.	290
*Great Northern.....	1,560
*C. M. & St. P.	135
*Chippewa Falls & Ashland	100
*Illinois Central	256
Total.....	3,301
* Roads proposed.	

Leading Wholesale-Grocery House of Ashland.

THERE are few cities in the United States that can boast of as enterprising and aggressive a wholesale firm as J. B. Mathews & Co. They were first in the field and already have a business that would be a credit to many larger commercial cities than Ashland.

The PRESS takes pride in presenting on another page the portraits of the four brothers who compose the firm of J. B. Mathews & Co., wholesale grocers. They came to Ashland in 1886 and established the present business. The firm now consists of J. B., L. F., G. O. and S. E. Mathews. Their efforts were attended with success from the start. At first their business was confined mostly to the city trade, but the enterprising nature which has marked their success, prompted them to push out until they have an extensive trade, extending down the M. L. S. & W. and Wisconsin Central railroad to the Gogebic iron range, the C. St. P., M. & O. and Northern Pacific railways, also on the Duluth, South Shore & Atlantic to the upper peninsula, of Michigan, in fact, the entire Lake Superior country.

In 1887, the quarters they then occupied became inadequate and they built a warehouse on each of the two principal trunk lines entering Ashland. An

exterior view of warehouse No. 1 is given on another page with interior view showing a few of the different departments of their wholesale establishment, including the cigar and tobacco room, box and canned goods department, woodenware, sugar room and the office. In conversation with Mr. Mathews he said: "By reference to our

sugar account we find that Ashland alone consumed 1,500,000 pounds or about fifty car loads in 1892."

This is a small item in the business, but it will give an idea that Ashland cuts no small figure in the commercial world.

They have now two large warehouses and have an extensive grocery trade; also handle hay and grain in car-load lots, forwarded to all points in the Lake Superior territory. In fact, the quartette who compose this firm are practical and active young business men and are always on the alert to meet the keenest competition with the farther advantage of giving their trade prompt shipments and the advantage of lake freights which is a valuable consideration to all merchants doing business on and tributary to the Lake Superior country. They are rapidly transplanting the Chicago and Milwaukee wholesale houses in this section and are doing much toward building up the substantial business interests of Ashland in fact, the entire Lake Superior country.

Ash Bros.' Cough Drops.

THERE are few mortals who have not had at one time or another in their life a weakness for "cough drops."

Not long since, two young men in Ashland commenced the manufacture of the famous "A. B. C. D." These primary letters of the alphabet mean Ash Brothers Cough Drops. They have built up a large trade and now it is almost as essential to have Ash Bros. cough drops as Cathartic pills, in a drug store.



OHIO COAL CO'S WHOLESALE DOCK.



INTERIOR ASH BROS. CONFECTIONERY STORE.



INTERIOR A. L. MORSE & CO'S—PLUMBERS.

Ashland Rifles Co. L. W. N. G.

MARS, the god of war, could look down from his seat of power in the clouds and behold the flower of chivalry at Ashland. Soldierly has by no means been neglected in the general development of the "Garland City," and Ashland today has one of the finest and best drilled companies in the state militia. It is Co. "L" of the Second regiment, Fourth battalion, Wisconsin national guards.

Spasmodic efforts had been made for the organization of a military company at Ashland many years before the final organization was accomplished. It was September 24, 1889, that Co. "L" was mustered in, and was assigned to the 4th battalion, Dec. 20, 1892. Adj. General Geo. W. Burchard, of Gov.

Hoard's administration was present and attended to the formalities of muster.

The company is now composed of sixty men. Drills are held every Tuesday evening in the armory which was formerly the Academy of music. It is large and roomy and one of the finest armories in the state being larger than any other hall in Ashland. It is directly in charge of Co. "L." Non-commissioned officers are schooled Thursday nights.

Co. "L" has one of the finest camping grounds in the state—romantic Madeline Island. The routine of camp life has been practiced there upon two occasions, in 1890 and '91. The boys went out during the heat of summer and remained for a week each time. They left the city offices, banks and stores in a rather tender condition, but came back hardened and brown-visaged sons

of chivalry. There is nothing like the real camp life of the soldiers to thrill the being with the glow of health, and it has many pleasurable features and experiences which live afterward as pleasure spots in the memory. It is quite fortunate that Co. "L" is located at Ashland—near to Madeline Island:—for a short trip



CAPT. N. I. WILLEY, over the blue waters of Chequamegon bay transfers them from the heat and dust of the city to the charming green of one of Nature's famous beauty spots.

This year Co. "L" will probably go to Camp Douglas, the state camp ground. The entire 2nd regiment will be there, and the boys will for the first time realize the routine life of a general encampment.

Ashland is proud of her Co. "L" The martial spirit of the citizens is quickened by the soldiery appearance of the boys.



Cor. J. Mars. Cor. C. Gallagher. 1st. Serg't E. E. Tennant, Color Serg't L. F. Duffee. Q. M. Serg't G. Reese. Serg't D. J. Mowatt. Serg't R. A. Warner. Cor. Henry Ferminch. 1st Lieut. H. P. Padley. Capt. N. I. Willey. 2nd Lieut. Peter Lamal. Cor. Fred Tanneburg

The Coming Summer Resort.



UNTIL a company of enterprising men, with means, recently developed a tangible scheme for making Madeline Island the home of hundreds of summer cottagers—such a movement has not had money enough back of it to meet with successful results. Such an idea has long been held in a way by a number of individuals, but nothing has ever developed. A visit to Madeline Island inspires one with the idea that it is an ideal spot on which to build a resort.

Perhaps no man has ever visited the quaint, quiet nooks of the old island without being impressed to a certain extent, with this feeling. The only drawback has been life and energy to back the scheme and make a definite step forward in the matter, and this has at last been done. Madeline is to be converted into an island of summer homes—it has been so long invitingly awaiting.

Mr. Sol. S. Curry, president of the Norrie, one of the greatest iron mines on earth, C. W. McMahon, Sam L. Jacques and J. A. McLeod, are back of the enterprise, and when such men as these are interested in a scheme, it may be depended upon that there is every certainty that it is to be made a success.

"Madeline," that word synonymous in itself of peace and quiet, is to be preserved as the title of the village they have platted and established. Men and teams are busy laying out a romantic portion of the island into streets, with proper grading. Choice lots are being surveyed—awaiting only the musical ring of carpenter's tools—to convert them into the grassy plats of summer cottages. Along the pebbly beach—now receding in a white

tableland of sand, far out into the clear, blue waters of Chequamegon bay—now ending abruptly in the rocky cliffs—this is the pleasing contour of shore which graces the water frontage of the new village. A beach for the cool, refreshing strolls of refugees from the heat of southern cities in the delightful evenings; a grassy slope leading back to the alluring groves, where countless dells and recesses invite one during the heat of the day. It is an ideal spot—this that has been chosen for "Made-

MAP
of
MADELINE
ASHLAND COUNTY
WISCONSIN
Scale 100:1



line." The island has many quiet nooks, but none more appropriate for the purposes designed than this one. There are two miles of beach, and not far distant the old Indian clearing where the game of LaCrosse used to entertain thousands of Chippewas on festal days in years gone by. The quiet Indians gather there now occasionally and revive the

old-time ardor for the exciting sport, by playing exhibition games.

And there is the old church looming up in the hazy distance; the ancient town of LaPointe, the first seat of government of this Lake Superior region,—and the crumbling remains of the old Protestant mission, built at a time when historical LaPointe was at the height of its importance and prosperity as a trading post, which for many years made it the metropolis of the Great Lakes.

The first settlement of the great northern wilderness of Wisconsin was here. It was here that over 200 years ago the Jesuit missionary raised his cross and learned the savage hordes who occupied all the vast region of the chain of lakes, their first lessons in Christianity.

Clustered around this old village there hangs a web of romance that gives interest to all who read about it or pay it and its "shrine of worship" a visit. Here stands the oldest church mission left upon our frontier. It is surrounded with the dead of three centuries, in old cemeteries where the headstones are even crumbling to dust.

It is a romantic as well as most beautiful place. If there is a spot where the spirits of the good return to guide and cheer the living, it ought to be this evergreen-covered island, the gem of the Apostle group.

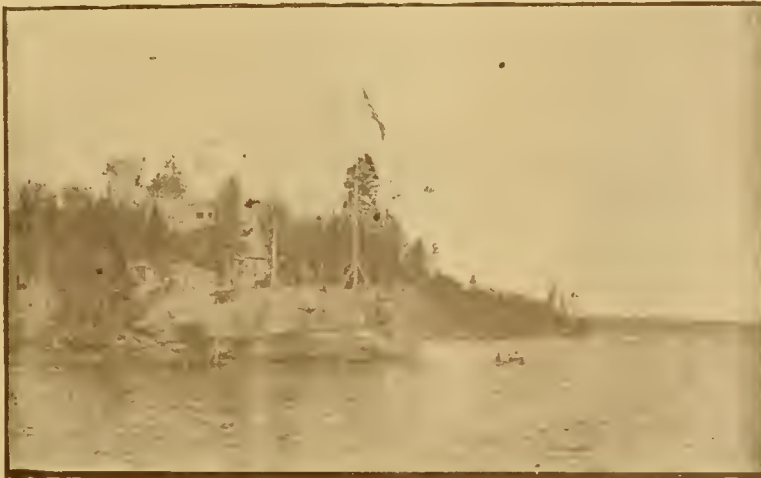
Already a large number of prominent Chicago capitalists have purchased beautiful sites at the new town of Madeline, for summer cottages. Its beauties have been sung by America's most renowned poets—Whittier and Longfellow. The old church and old mission are perhaps two of the most interesting historical spots in the Lake Superior country. The old painting which still hangs in the old church has an interesting history and is still the object of curiosity among hundreds of tourists.

The new town of Madeline is located on the most beautiful portion of the island. It is the site of the famous old Grant farm. A large portion of the site has been under cultivation for many years past and has a commanding view of Chequamegon bay at its best. The location means "rest." The murmur of the waves is restful to tired nerves.

Wisconsin's Plymouth Rock.

JUNE and July are the great months for Madeline Island, the "Plymouth Rock of Wisconsin." This beautiful island which is about as large as Manhattan island on which New York City is situated, is being taken up by societies and religious bodies, for the purpose of making it their permanent

readily accessible from the east as well as the west side of the island. Their lands will be sub-divided we are informed and sold in lots to people who visit the resort every summer. They can reach people who come to the World's Fair and through their paper "American Climates and Resorts" interest a large number of physicians. There is not a finer place on the lakes than this section and with a little effort and co-operation



CEDAR BARK COTTAGE—WILSON ISLAND.

summer headquarters. But three miles from Bayfield and seventeen miles from Ashland, by boat over the most beautiful body of water on earth, it is the ideal resort for summer homes. The Milwaukee Resort and Improvement company owns a large tract of land on Big bay, and will make use of the same in the near future. The details of the platting of the new city Madeline can be found on page 108 of this "annual," and nothing more may need be said of it in this place.

AMERICAN HEALTH RESORT ASSOCIATION.

DR. T. C. Duncan, President of the American Health Resort Association, is so impressed with Madeline Island, that he has formed a company for the purpose of making Madeline island a permanent health resort. Land was bought last year, and buildings will be erected thereon.

The Resort Co. with headquarters in Chicago have purchased a large tract of land on Madeline island and we believe that it is their design to make a popular resort of it. This tract is on the highest ground on the island and has a fine growth of timber all over it and will be

Mackinaw and Isle Royal may be eclipsed. The fact that the American Health Resort Association selects this section as one of the best resorts for hay fever sufferers should receive more attention than it has hitherto even with Ashland people. There is no finer bay in the world for boating, and regattas



SCENE AT HOUGHTON POINT.

should be arranged for. Boat races like horse races will draw people from all about here as well as from Chicago and other large cities. Madeline island is the famous picnic resort. What is a picnic without a ride on the water? With the start already made Madeline island will come to be the famous assembly grounds. A summer school might be arranged. The fact that scientific and influential men have become interested in our islands promises much for the future. We advise our friends to buy lands now while the prices are moderate. There is only one Madeline Island.

We expect to see the day soon when picturesque cottages, and palatial summer homes will be discovered among our beautiful islands, as they now delight and surprise the tourist among the 1,000 islands of the St. Lawrence.

THE EDUCATIONAL CONFERENCE.

ONE of the largest gatherings on Madeline Island last summer, was that of the Northwest educational conference. The conference lasted two days, July 12th and 13th. Delegates were present from Chicago, Milwaukee, St. Paul and from all parts of the state to the number of two thousand. Among the notable men who took part, were A. H. Pearson of Northfield Minn., Rev. Geo. P. Merrill, D. D. of Minneapolis, Prof. E. H. Merrill of Ripon, Prof. J. J. Blaisdell, professor of mental and moral philosophy of Beloit college; F. D. Humphery D. D. of Chicago, district secretary of the American Board of Missions; J. C. Roy, D. D., of Chicago, western secretary of the American Missionary Society, and many others. The old Presbyterian church the Plymouth Rock of Wisconsin, was formally dedicated. The daily sessions were held at Ashland and at La Pointe. Definite arrangements were made to establish a permanent summer school on Madeline Island. Yearly meetings will be held at the same place.

Chautauqua's Rival, Madeline

IT HAS been only since the last year or two, that the citizens of Wisconsin have begun to awaken to the desirability of securing summer homes on Madeline island. Land is very cheap, and a summer home can be established at small cost. A few weeks absolute rest with a balsam bough bed under the waving pines, or fishing on the bay, or viewing the interesting historical curiosities in the Father Marquette chapel, the old Presbyterian church, the old fort of the American Fur Co., or idling on the beach watching the stream of

commerce flowing by through the various channels that lead to the "Gitche Gumee," such a life is better than all the medicine that can be given by doctors.

GOOD TEMPLARS SUMMER HOME.

THE first District Lodge of Good Templars purchased on March 27th, 1893, five acres of land on Madeline Island, to be used as summer camp grounds.

The property is about a mile from La Pointe, on the Big bay road, and has a water frontage of about 400 feet on the Bayfield and Bass Island side of the island.



VIEW OF PRESQUE ISLE FROM MADELINE

A more beautiful spot for such a purpose could not be desired. The first district comprises the counties of Ashland, Douglas, Bayfield, Barron, Washburn, Burnette, St. Croix, Pierce, Sawyer and Polk and has a lodge membership of about 2,000. The ground will be cleared this coming summer, and a rustic lodge will be built; it is also the intention to erect an open assembly hall or tabernacle, similar to the one used by Monona Lake Assembly at Madison in which large public meetings can be held and addresses delivered under the auspices of the order. All desirable land in that vicinity is being rapidly secured by various societies and the time is not far distant when all that portion of the island will be one vast camping ground during the summer season. The trustees who have the matter in charge are Thos. Edwards and C. H. Gallagher, of this city, and C. D. Hawn, of Rock Elm, Pierce county.

THE CATHOLIC KNIGHTS.

THE Catholic Knights of Wisconsin, several hundred strong, held a three days session in Ashland, July 19, 20, 21, last season. The convention wound up with a monster excursion to Madeline Island, 1600 strong. A session was held at La Pointe. The Knights were enthusiastic over Ashland, the beautiful bay of Chequamegon, and Madeline Island.

MAMMOTH SUNDAY SCHOOL EXCURSION.

Perhaps the largest meeting on Madeline island last summer was that of August 3rd, when 2,000 Sunday School children from all parts of Northern Wisconsin met at Ashland, and were conveyed by boat to the island. A permanent organization was effected, and all the Sunday Schools of the Protestant faith will hold their summer meetings at La Pointe.

THE CHATAUQUA SUMMER SCHOOL.

ONE of the most important results of the summer meetings at Ashland last summer, was the establishment of a summer school on Madeline island. A joint stock company was formed, land purchased, and buildings will be erected this spring. The site will be on the Bayfield shore. The whole subject was exhaustively discussed last summer and an executive committee composed of Rev. James Edmundson, of West Superior; H. P. Haylitt, of West Superior; and H. W. Bushnell, of Bayfield, was appointed to report on the subject. The committee met last fall. The site most favored for the school is between the old Catholic church and the beach on the Bayfield shore.

Steamers touch at the island several times each day. Tourists from every portion of the United States make it a point to go through the historic churches, to view the old Indian graveyard, and to view the other scenes of great historic interest.



A. A. MACDONEL,
Ex-City Treasurer



JAMES MOE,
Sec., Nor. M'g Co.



CHAS. GALLAGHER,
Life Insurance Agent.



WILL H. BALDWIN,
Librarian, Vaughn Library



E. R. SUTHERLAND,
Lumberman.



W. G. WALKER,
Indian Farmer, Odana, Wis.



J. H. LEASIA,
Chairman, Town of Morse.



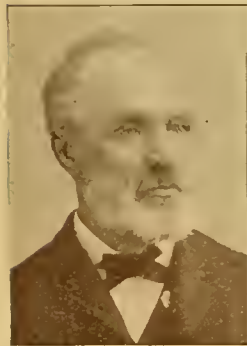
H. B. GORDON,
Morse, Wis.



GEO COBB,
Merchant Tailor.



J. A. COBB.
Merchant Tailor



JUDGE CHAS. BRISLEY.



H. E. LELAND,
Prop, Leland House



NELS ROEN,
Ashland Foundry.



LOUIS CARTIER.
Mg'r Stitt & Cartier.



V. H. ALDERSON,
M gr Vaughn Estate



W. H. CLAY,
M'gr Hotel Veteran, Chicago.



B. W. HARPER,
Contractor.



C. B. CORNELL,
Contractor.



JOE ASH,
Ash Bros.



JOHN ASH.
Ash Bros.



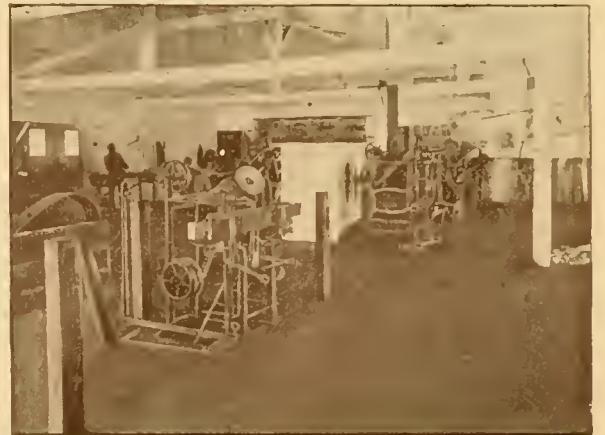
MILL OF SHORES LUMBER CO.



INTERIOR MILL—SHORES LUMBER CO.



ROLLWAY—STITT & CARTIER'S LOGGING RY.



FILING ROOM—SHORES LUMBER CO.



POZISKY'S PAPER MILL WAREHOUSE.



INTERIOR W. R. SUTHERLAND'S MILL.



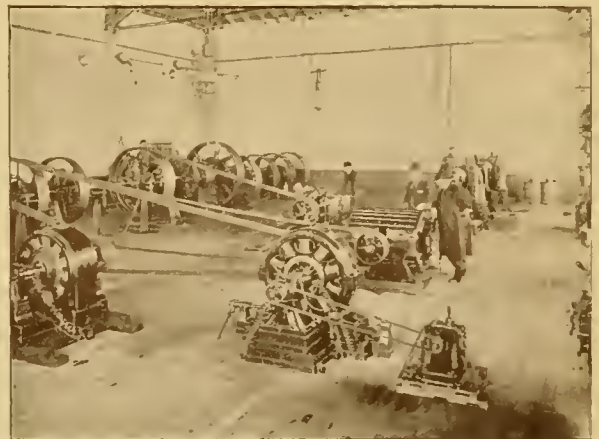
INTERIOR THOMAS BARDON'S OFFICE.



HOTEL KNIGHT OFFICE.



ASHLAND ELECTRIC STREET RAILWAY.



POWER HOUSE—ASH. STREET RY. CO.



GROCERY STORE OF BERG & DANIELSON.



MEAT MARKET OF JOHN C. ROEHM.

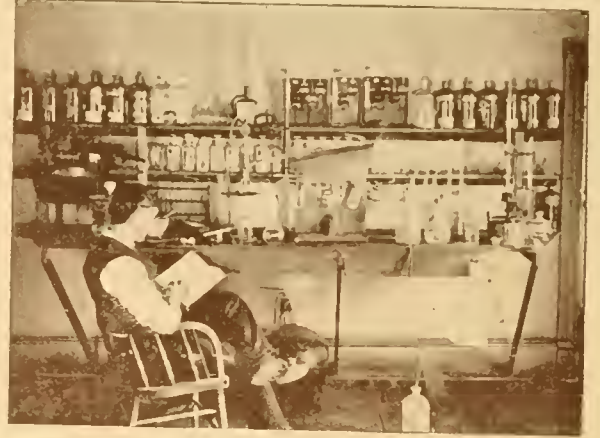
Ashland's Blast Furnace.

uniform results. As a further precaution, each cast of iron is also analyzed, and this result compared with the grading which has previously been done by the regular grader on the old principle of fracture. The analysis is carefully tagged on each carload of iron on the yard, thus giving the manager a record more complete and sure than can poss-



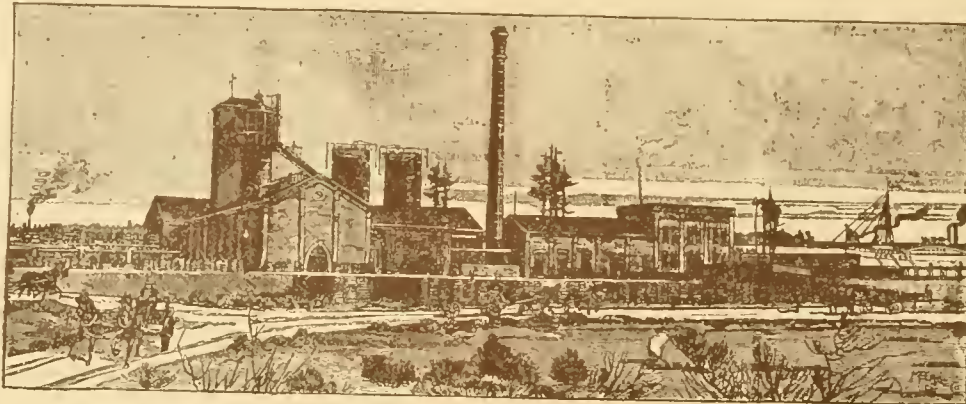
WITHIN the last three years, Ashland has become known as the possessor of the largest and most famous charcoal iron blast furnace in the world. Since the furnace was started on its present hearth, Dec. 28, 1890, it has produced, in a period of 119 weeks, 84,629 tons of pig iron. From the time the furnace was first blown in—April, 1888—it has been operated continuously with the exception of stops to make necessary repairs, and has made to date, a total of 155,615 tons of pig iron.

frontage, cannot be excelled. It has direct connection with the Wisconsin Central; the Milwaukee, Lake Shore & Western; the Northern Pacific and the Chicago, St. Paul, Minneapolis & Omaha railroads, and possesses besides, the advantages of cheap water transportation to any city on the chain of Great Lakes. The buildings are substantially built, fire proof, with Lake Superior brownstone foundation, brick superstructure and



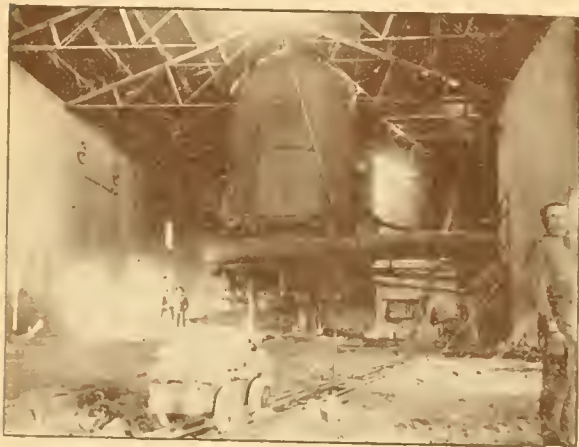
LABORATORY—ASHLAND IRON AND STEEL CO.

The three requisites for a successful operation of a charcoal furnace—an abundant supply of rich ores, forests of hardwood timber and cheap transportation, are to be found at Ashland. The Ashland Iron & Steel Co. could have secured no better



VIEW OF THE HINKLE FURNACE—ASHLAND IRON AND STEEL CO.

ibly be secured by the old method of grading by fracture. It enables the company to make absolutely uniform shipments to their customers, which can at any time be duplicated or varied to suit the requirements of the customer.



CASTING HOUSE—ASHLAND IRON AND STEEL CO.

iron truss roofs. The stack is an iron shell 60 feet high and 12 feet in diameter.

This company has made a notable departure in the establishment of an extensive chemical laboratory; it occupies the upper floor of the office building. A thorough analysis of all the products entering into and coming out of the furnace, is made. Each carload of ore is sampled and analyzed and the ore dumped in accordance with the report of the chemist, so that the

manager has absolute knowledge of the chemical analysis of all the ore in his yard. By this method the furnace burden can be closely and scientifically made up. This with the careful selection of the ore for each charge, insures very

The officers of the Ashland Iron & Steel Company are as follows: A. H. Hinkle, president Cincinnati; W. H. Hinkle, secretary and treasurer, Minneapolis, Minn., where the general offices and sales department of the company are located.

The Hinkle brand of charcoal iron made by Ashland's furnace is admitted to be a leader in the markets of this country.

The Hinkle furnace was the first one to make, among other specialties, a very soft foundry iron from all Lake Superior ores with charcoal fuel. This iron is noted for its great strength; is fluid and soft and is easily worked under machine tools, and has taken front rank in the foundries of the north-west as a superb, soft, strong foundry iron. The operating force at Ashland is made up as follows: Manager, Noah W. Gray; Assistant Manager, L. E. Dunham; Cashier, James Couzens; Chemist, E. E. Johnston; Founder, John Burridge; Chief Engineer, Samuel D. Wood; Yard Superintendent, S. M. Armstrong.

site. The shipping books of the company show that shipments are made to nearly every state in the union.

The site of the plant which covers four blocks in the western part of the city, with an extensive water

The New Bristol Block.

accepted a position with John W. Bell, the jewelryman.

Mr. Bristol was given the following mention in the Keystone, of a recent date. It is published at Philadelphia, and is an accepted authority for jewelers everywhere:

"Thos. J. Bristol, is a native of New York state, who came west in early manhood, and like many other bright boys from the "Empire State," came to Chicago and by dint of hard work and economy has prospered. He early drifted in the jewelry line, and for over twelve years he has represented one of the leading jobbing houses of the World's Fair City. (We refer to C. H. Knights & Co.) Personally, Tom is fine looking and a bachelor, with an interesting, jolly face, clearly-cut features, and eyes that snap with good nature."

The firm is a happy combination of business tact and enterprise. Both men are thoroughly versed in the business and have a practical knowledge of the intricate work performed at a first-class jewelry establishment. All the inducements of the largest jewelry stores of Chicago and the east, are offered right here in Ashland by E. J. Born & Company.



HERE is not a city in the state that has a jewelry store which will equal E. J. Born & Co.'s at Ashland. The quarters in the Bristol block were especially planned and built for this firm, and the arrange-

ment of every little detail has been perfect. The tile floor glistens like a gem itself, while the mahogany and rosewood-trimmed show cases which line both sides of the store, are resplendent with dazzling gold and silverware. The stock is by far the largest carried by any store in Ashland county.

In the rear of the store is located an elegant vault with steel safe weighing five tons. The mantel in the rear of the store near the optical department is

artistically designed with onyx tile, and large French plate glass mirror.

It was in 1885 that the present firm of E. J. Born & Co. was organized, and the business of John W. Bell purchased. In the years that have followed the business of the firm has been largely extended, and for reliability it is becoming known quite generally throughout the "New Wisconsin."

The Bristol block, erected by Mr. Bristol, who has a half interest in the firm, is an elegant brownstone business block of the modern type. It is fitted up with all the latest conveniences and has some of the finest offices on the second floor to be found in the city. The building has added very much to architectural appearance of Ashland.

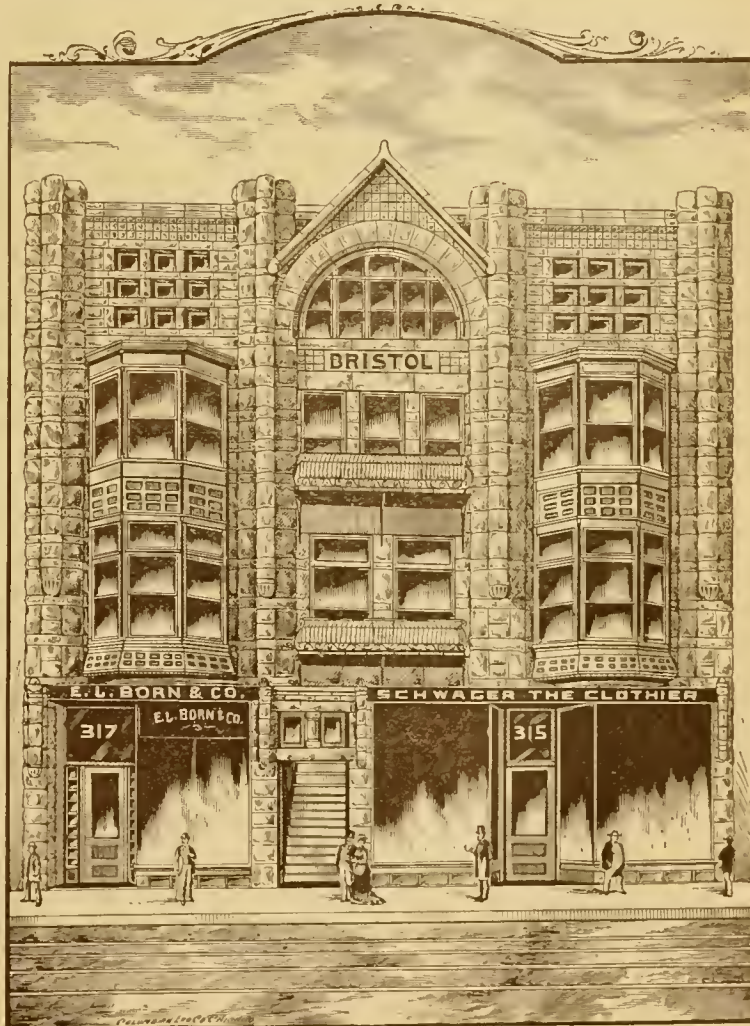
Mr. E. J. Born could properly be called a pioneer of Ashland. He arrived from Colon, Mich., in 1882, and



E. J. BORN,

T. J. BRISTOL.

The Firm of E. J. Born & Co., Jewelers, Ashland, Wis.



INTERIOR E. J. BORN & CO'S JEWELRY STORE.

THE BRISTOL BLOCK ASHLAND, WIS.

Ashland County Topography.



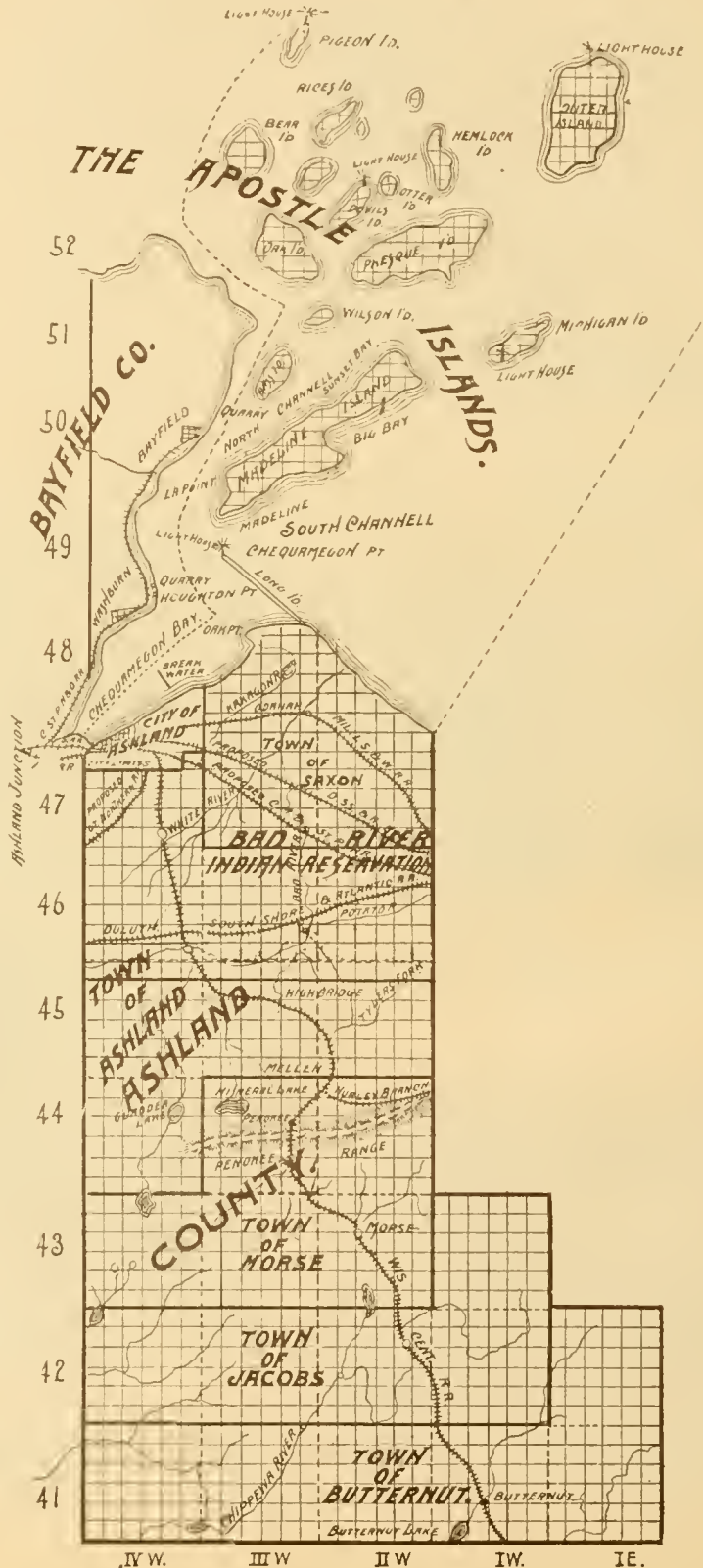
SMOOTHLY esconced on the southern shore of Chequamegon Bay, is Ashland, the "Gardland City of the Inland Sea." The bay is twelve miles long. Six miles of its shore line is covered by the city. The city limits extend from the blast furnace on the west, one mile from the western extremity, to the Parishville Iron Works on the east. One mile further is the government breakwater. The Bay is about six miles across in its widest part but narrows to a width of three miles between Long Island and the Bayfield coast. The depth of water in the channel is from four to eleven fathoms. The bay, as may be seen by the accompanying map, is sheltered from the fierce storms of the lake by the Apostle Islands on the north-east, by the dense forests on the south, and by the Bayfield ridge on the northwest, the latter rising to a height of 500 feet.

The grade of Chequamegon Bay, is twelve feet above Lake Superior. The Ashland shore is low and level but not swampy, the Wisconsin Central Depot for instance being thirty feet above Lake Superior.

The city of course, is the great emporium for lake commerce, and is well connected by railroads with every point in the state, and with Chicago and the Twin Cities. It is the eastern terminus of the Northern Pacific Ry., and the Northern terminus of the Wisconsin Central and the M. L. S. & W. roads. The Light house on Pigeon Island, or Devils Island as it is called, which may be seen on the map, is the most northerly point of the state, being about forty-seven degrees and twenty minutes north latitude. According to the report of the state geologist, the point where the Wisconsin Central crosses the Penokee Range in Ashland county, is 948 feet higher than Ashland. The greater portion of the county is from 100 to 200 feet above the lake. The whole county is covered with valuable timber, statistics of which may be found on the "Logging Page" of this annual.

The city of Ashland is on the same latitude as Bismark, N. D., Helena, Montana, the mouth of the Columbia river in Oregon, Quebec, Canada, Nantes, France, the northern boundry of Italy and of Buda Pesth in Austria. Vienna is a hundred miles further north, Paris is 200 miles further north, while

the city of London is nearly 300 miles nearer the north pole than Ashland.



Like all places near a large body of water, the climate is never very hot or very cold.

Underneath the soil in the northern part of the county, and skirting all sides of Chequamegon bay, are the deposits which geologists have termed "Lake Superior sandstone."

It lies as a horizontal sandstone, varying from a deep red lish brown, through various tinges of red to fawn color, red being the most common color. In fact red is color of the soil of Ashland county, and all of the soil near the city of Ashland. The red color is due to iron in the soil.

Next in order, geologicaly speaking, after the red sandstone skirting the bay, is what geologists term the Keweenaw series of rocks. They form an unbroken layer from the mouth of the Montreal river and the Michigan boundary, sweeping west across the state. The southern three-quarters of Ashland county is underlaid by this system. The Keweenaw system also forms the backbone of the Bayfield peninsula north of Ashland, and extending south-west, joins the south branch of the same system spoken of, just west of Fish Creek. The southern portion of the strip has a large number of eruptive rocks, while, in the greater part of the county, an alluvial soil overlaps the rocks.

The Great Norrie Iron Mine.



ORE like a tale of magic it reads. A few years ago the great Gogebic iron range was unknown—now it boasts of

the largest iron mine in the world. The great Norrie mine at Ironwood, Mich., stands without an equal in the history of the world. Of late years "Norrie" has come to mean "greatest." Nearly a million tons were shipped from the mine during 1892. To be more exact we give the exact amount shipped since the mine was opened.

The record is a concise history of the Gogebic range. Although the Norrie

did not ship any ore until the second year after the mine was opened, it soon surpassed all rivals.

	TONS
1885.....	15,419
1886.....	124,844
1887.....	237,254
1888.....	412,196
1889.....	674,394
1890.....	906,728
1891.....	758,732
1892.....	985,216

Total eight years.....4,114,523

The figures show that last year the Norrie shipped nearly 80,000 tons more than for any previous year. But it is not the past record of the Norrie mine that is so interesting as the facts re-

vealed by recent exploratory work, having sunk a diamond drill in one shaft which shows that the supply of ore is simply unlimited. In fact the Norrie can boast of more ore in sight—and the veins seem to have grown beyond all scientific comprehension. Another significant fact in relation to Gogebic ore, and especially the product of the Norrie mine, is that no matter how stagnant the iron market may be there is always a demand for the Bessemer ores from the Gogebic.

The Metropolitan Iron and Land Company's officers are as follows: S. S. Curry, president; L. J. Petit, treasurer; H. S. Haselton, secretary; J. D. Day, superintendent. The company own and operate the Norrie, East Norrie Pabst, Davis and Ruby mines. The views on this page were taken on the eighth level—600 feet underground. The new shaft "A" will be sunk 1500 feet to reach what is called the Ashland vein, and will take three years to complete it working night and day.

There are now twenty million tons of ore in sight in the mines operated by this company. The capital stock is \$2,500,000, in shares to the number of 100,000.



COLUMBIAN. ENO. CO. (N.Y.)

1. Tram car on fifth level.
2. Turn Table 450 feet underground.

1. Scene 550 feet underground near shaft.
2. Cave-in at Aurora Mine.
3. Office of the Norrie mine.

1. Incline shaft, depth 600 feet.
2. Pump 600 feet underground at Norrie mine.

Views in the Great Norrie Iron Mine, Ironwood, Mich.

Ashland and its Physicians.



It is said that Esculap-
pus, son of the god
Apollo and of the
nymph Coronis, was
the first celebrated
physician. He was so
skillful that he could
restore the dead to
life, and Zeus slew

him for his temerity. Since the untimely
end of this mythological healer, no physi-
cian has discovered the "Elixir of
Life." Dr.

Brown-Sequard
to the contrary
notwithstand-
ing. But while
the ordinary
physician is
not expected to
rival the record
of fabled Escul-
apius, or of a
Hippocrates, he
is expected to
be both a speci-
alist and a
general practi-
tioner, ready
and capable of
vanquishing
any form of
disease that
may assail frail
mankind. Every
locality has its
peculiar
diseases. Nor-
thern Wiscon-
sin for instance,
is not subject
to Yellow fever,
fever and ague
and many other
diseases preva-
lent in less fav-
ored localities.
Ashland is a
famous resort
for hay fever
sufferers and
for those suffer-
ing from
asthma and
lung com-
plaints. But
the most fav-
ored lands have
their ill, and a
residence in
Ashland does
not insure per-
petual life.

The Sisters' Hospital.

ONE of the best known hospitals in
Northern Wisconsin is the sisters
hospital established in 1887.

At the first glance as one steps into
the main hall, he is somewhat startled.
Here comes a woe-be-gone individual
with his head tied up in bandages.
Over yonder is a man on crutches, there
is one with his arm in a sling, and in
the private room lies a man who is
near death's door. A sister sits by his

side, ministering to his comfort. There
in the ward at the end of the hall, lies a
man with his leg in a plaster cast, and
bruises visible on his person, incurred
in some accident. Some thirty-eight
patients in the smoking room, the wards
and the private rooms at present, but
at times the number is seventy or
eighty. Sisters Dominica, Winefrieda,
Tobia, Theresia, Magdalen, Isadora,
Justena and Amalia besides the Sister
Superior, assisted by two or three dom-
estics, do the nursing.

The first floor contains a chapel, a
sick ward at the further end of the
building from it, a reception room,
smoking room and several private rooms
and the operating room. The second
floor contains two wards which will
hold thirty patients, a dining room, nine
private rooms and a smoking room.

The third
floor contains
two wards cap-
able of contain-
ing twenty-five
patients. It
also contains
three private
rooms.

Below all is
the basement
where the en-
gine room is lo-
cated, the build-
ing being
heated through-
out by steam.
No doctor is
kept at the hos-
pital. The ser-
vices of some
nine physicians
are obtainable.
They are called
in by telephone
when neces-
sary, and make
regular calls at
the hospital.

The hospital
is a three-story
brick structure
in a central
part of the city
and two blocks
only from the
postoffice, de-
pots, etc. It is
situated on
Front street.

The patients
who have re-
ceived care at
this institution
speak in terms
of the highest
praise of their
treatment, as
well as of the
kindness they
have received.



DR. W. T. RINEHART.



DR. A. J. HOSMER.



DR. M. S. HOSMER.



DR. C. RICHTER.



ST. JOSEPH'S HOSPITAL,



DR. JNO. MADDEN.



DR. A. P. ANDRUS.



DR. J. A. MARCHESSAULT.



DR. E. D. PERKINS.

The Rinehart Hospital.



EVERY city has its hospitals. They are as much of a necessity as schools and churches. As the latter testify to the intellectual and moral training of the people, the former indicate the wise provisions of science for alleviating sickness and physical suffering. Ashland is peculiarly fortunate in having one of the best hospitals of the state, conducted and owned by Doctor W. T. Rinehart and G. B. Rinehart, who is general manager of the hospital. J. M. Dodd is assistant. Under the control of no corporation, but entirely in charge of these skilled physicians, its success has been instantaneous and continuous.

Rinehart's hospital is situated on Third street, which was paved last fall. It was erected in 1891, at a cost of \$16,000. It is a four story structure, containing thirty rooms, including three wards and three bath rooms, and a chemical and microscopical laboratory. There are private rooms for both ladies and gentlemen, entirely separate quarters being assigned for each. The nurses' department is under the charge of trained nurses. The hospital has been arranged with special reference to the

accommodation of surgical cases, and it is supplied with electrical apparatus, surgical instruments and appliances of nearly every description. The building is heated by the hot water system and lighted by electricity, and is provided with the latest electric call bell system. There is an electric bell in every room, placed conveniently for the use of patients.

Just 1259 patients have been treated at the hospital in eighteen months end-



PARLOR—RINEHART HOSPITAL

40 cases in the hospital, that being the full capacity. Patients are now being treated at the hospital from Eagle River,

Watersmeet, State Line, Prentice, Iron River, Brule, Hurley, Bayfield, Mason, Drummond and Fifield.

One of the features of the addition to be built this summer will be a new operating room, with tile floor, glass covered tables, and in fact every convenience with which the best operating rooms are supplied. It will be one of the most complete in the country. An electric elevator will connect the different floors of the institution.

Consulting Physicians.

THE consulting physicians of the hospital are Drs. Marchessault, Richter, Andrews and Madden, and Dr. Oviatt, of Oshkosh.

Rates.

ROOMS, \$10 to \$25 per week, wards

\$8 per week. These rates include board, nursing, medicine and medical attendance. No extra charges except for surgical operations and for cases requiring constant attention of special nurse.



RINEHART HOSPITAL.

April 1, 1893—that being the time the new building has been occupied. Of the above, nearly 800 were surgical cases—including a great number of the most serious nature. At present there are



MAIN HALL—RINEHART HOSPITAL.



OPERATING ROOM—RINEHART HOSPITAL.

Wisconsin's G. A. R.



AMONG the distinctions of which Ashland may feel justly proud, is the fact that it is now the headquarters of the Department of Wisconsin G. A. R. At the last state encampment, held at La Crosse during the month of March, Capt. E. A. Shores was chosen department commander.

Mr. D. G. Sampson, also of Ashland, was appointed assistant adjutant general, and the headquarters were removed from Madison to Ashland.

The selection of Mr. Shores as state commander was a happy choice, as he is one of Ashland's most energetic citizens and possesses splendid executive ability and will give the department his undivided attention thus keeping every post in the state in close touch and active cooperation with the headquarters. He will no doubt strengthen the membership and organization throughout the state.



COMMANDER SHORES,
When he enlisted, age 16 yrs

Handsome and spacious headquarters were opened in the Shores block. The office is a busy scene; the click of the typewriter takes the place of the clanking of arms, and active preparations are already being made to have Wisconsin well represented at the next national encampment, which is to be held at Indianapolis.

Mr. Shores has a magnificent war record. He enlisted when a mere boy—at Valparaiso, Ind., in June, 1861,—and was sworn into service August 17, at Indianapolis, at the age of 16 years, where he is to attend a national encampment as department commander. He was fifer in Company I, 20th Indiana. He afterwards entered the ranks and went to Hatteras and Fortress Monroe later in the same year. He served through nearly all of the campaigns of the army of the Potomac, joining it after the battle of Fair Oaks, or Seven

Pines, and remaining until after Lee's surrender. He was at Hampton Roads during the great naval battle between the Merrimac and Monitor. He joined Wool's division at the capture of Yorktown. He was with the regiment of 700 soldiers that quelled the mob of 7000 in New York city, and when less than 17 years of age commanded a troop of men on several important expeditions. He was honorably discharged from service in June, 1865. A portrait taken



D. G. SAMPSON,
Adjt. General of Wis.

E. A. SHORES.

Department Commander, G. A. R., Wisconsin. from a negative accidentally picked up at Washington is presented on this page. There are now 276 G. A. R. Posts in the state of Wisconsin with a membership of 13,800 men. No other organization has a warmer spot in the hearts of the people than the G. A. R.

Several new posts will be organized shortly and the membership largely increased. The work is being given Mr. Shores' individual attention, and he will make the year memorable on the records, as the one when the state headquarters were located at Ashland.

Commander Shores has announced the list of his appointments for department offices, as follows:

Assistant Adjutant General, D. G. Sampson, post 140, Ashland; judge advocate, C. K. Erwin, post 42, Tomah; board of trustees of Wisconsin Veterans' home, Waupaca, J. H. Marston,

president, Appleton; J. H. Woodnorth, secretary, Waupaca; A. O. Wright, Madison; A. J. Smith, Amherst; Otis F. Chase, Oshkosh; E. A. Shores, (ex-officio), Ashland; R. W. Roberts, treasurer, Waupaca; senior aide-de camp and chief of staff, J. H. Hinckley, West Superior; assistant quartermaster general, Richard Carter, Dodgeville; Dept. Inspt. H. H. Heath, Milwaukee; chief mustering officer, F. F. Hubbell, Ashland; visiting committee to Wisconsin Veteran's home, Waupaca, E. I. Kidd, Prairie du Chien; Thos. H. Price, Lake Geneva; George Sprat, Sheboygan.

The following department officers were elected in March at the LaCrosse encampment: Department commander, E. A. Shores, Ashland; senior vice commander, W. T. Symons, LaCrosse; junior vice commander, Theodore Reil, Burlington; medical director, H. B. Jole, Black River Falls; chaplain, J. E. Webster, Black Earth; council of administration, O. W. Carlson, Milwaukee; J. Jones, Kilbourn; Charles H. Russell, Berlin; E. M. Battlett, Eau Claire; R. B. Showalter, Lancaster.



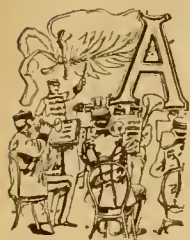
The honor of being the first post organized in Wisconsin, is still claimed by both Berlin and Madison. The original G. A. R. post of the United States was organized by Dr. Stevenson, in Illinois, in 1865.

The Geo. A. Custer post, of Ashland, was organized in 1884. The charter was dated Feb. 11, with sixteen members. W. W. Paddock, D. G. Sampson, E. A. Shores, John J. Miles and F. F. Hubbell have been commanders of the local post. There are now eighty members of the post. The officers for 1893 are as follows:

F. F. Hubbell, commander; Geo. H. Downie, senior vice commander; John Adley, junior vice commander; W. G. Bancroft, chaplain; John Elmer, adjutant; C. L. Judd, quartermaster; Miles Semple, officer of the day; Si Hewitt, surgeon; Wm. Seagar, officer of the guard; John K. Shephard, quartermaster sergeant; John McCarthy, sergeant major.

The Geo. A. Custer post has three members who are also sons of veterans and take an active part in both organizations. We refer to Messrs. Miles Semple, John Adley and D. G. Weaver.

* * * * *
 * Wisconsin Sons of Veterans. *
 * * * * *



LONG life to the soldiers who preserved our union! Their heroism and valor will live long in the hearts of loyal citizens,—as long as the world is,—though the gradual thinning

of their ranks by the inevitable fate imposed by Time, eventually summon them all. The sentiment of their hearts will live after them. They have reared brave sons, whose manhood is kindled with the same spirit of loyalty that their fathers had. The prominence now held by the G. A. R. will soon fall to its legitimate heir, the S. of V., and the grand old cause of "Fraternity, Charity and Loyalty" will be preserved and guarded with all the ardent fervor of youth. It is simply a natural sequence of events. Father gives way to son; but in the transition, nothing of the ardor and love of loyalty will be lost.

It is with a feeling of deepest satisfaction that the old soldier watches the growth of this comparatively new organization.

The interest in the Sons of Veteran's organization is steadily growing more general, and the day is not far distant when it will be one of the strongest organizations of its kind in existence.

The W. W. Paddock Camp, No. 21, Sons of Veterans, of Ashland, was organized November 21, 1887. Geo. W. Marshall was the first captain,

Captain Bert Wood left for Michigan a short time ago, and the vacancy caused by his resignation has not yet been filled. The officers are as follows: First lieutenant, J. C. O'Dale; second lieutenant, Harry Adley; first sergeant, Grant Babcock; quarter-master sergeant, Ed. Stevens; color sergeant, Leonard Weaver; council, Miles Semple, John Adley and George Pierce.

The division commander, Col. R. L. McCormick, of Hayward, has made one of the best officials that the state organization has ever had. He is not only enthusiastic and thorough in his work, but has a faculty of inspiring others with the same spirit. He is already mentioned by the Wisconsin members as the next national commander. Mr. McCormick has had a long and successful public career. He was a member of the Minnesota state senate and occupied a prominent position as one of the

leading legislators of the state. But his active business training soon brought him to the front as one of the most successful managers of extensive lumber plants in the west. He is now secretary of the North Wisconsin Lumbar Co., which employs over 300 men, and it has the reputation of being one of the best



COL. R. L. MCCORMICK,
 Division Commander, Sons of Veterans,
 managed institutions of the kind in the state.

The Hayward camp, under the direction of Col. McCormick has come to be



HEADQUARTERS OF W. W. PADDOCK CAMP, NO. 21, S. OF V.

regarded as one of the best in the state. It is uniformed and thoroughly drilled and will undoubtedly occupy a position as Guard of Honor, at the state encampment to be held at Ashland during June. The state now has 45 camps with a membership exceeding 1,000.

The records show a most promising growth and at the eighth encampment the forthcoming reports will likely place the Division of Wisconsin at the front. Col. McCormick is a pleasant and genial officer and intensely popular with the boys. He has a sympathy for young men and for the noble purposes of the order, that asserts itself in active deeds. We take pleasure in giving his portrait on this page together with that of his active and energetic adjutant general, Mr. G. F. Clapp, of Hayward.




G. F. CLAPP,
 Adjutant General.


The state encampment, which is to be held in Ashland during June, is another evidence of Ashland's popularity as a convention city, and establishes its pre-eminence as a general summer meeting place—not only for Northern Wisconsin, but for the entire state as well. The coming S. of V. encampment promises to be the most elaborate of the kind ever held in the state.

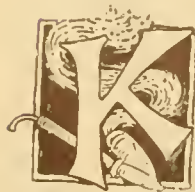
The local camp was established in 1887 and has a membership of over twenty. The camp has headquarters in the new Scandinavian hall block and is altogether in a most flourishing condition. They are now talking of securing uniforms and making a good showing for the state encampment.

There is now considerable talk of the Paddock camp erecting a mammoth monument on Caequamegon bay sometime during the present year. It will be of brownstone and one of the largest in the United States. Bayfield has one of the finest soldiers' monuments in the state. The order was established in 1831 by Major A. P. Davis at Pittsburgh and now has a total membership of 48,978 and over 1853 camps.



 Hardwood Lumber Industry.





KIMBALL & Clark, of Kimball, Wis., will be extensive lumber exhibitors at the World's Fair. At their mill located at Kimball there is more hardwood

lumber manufactured than at any other mill in this district, and it is for the display of this unexcelled product that they utilize so much space in the great exhibit of nations. The best hardwood flooring to be found in the market is manufactured by this firm at their Kimball Siding mill. It has given the best of satisfaction wherever used and its merits are becoming quite generally known among builders. The style of matching which they have contrived for their flooring is something original, and is far superior to the old style. The firm has also made a specialty of long timber, something that every mill does not saw, and they have manufactured some excellent stock. The hardwood lumber they turn out is of the finest quality, consisting of birch, maple, oak, ash, in fact every variety of hardwood that is obtainable in Northern

assemblyman, state senator and United States congressman, holding the latter position in 1886 and 1887.

Mr. C. R. Clark, the junior member of the firm, is the superintendent and general manager of the mill.

and the St. Croix waters. They have put in five or six million during the past season. The Bohn Manufacturing company and W. R. Sutherland recently purchased a large tract of them, and they have made several other large sales during the winter. Their stumpage seems to be in especially good demand, as it is very heavy and the logs run large particularly on tracts in this vicinity. Their lands are so located that they can easily log their own lumber, and it is thought they may eventually build a mill of their own at Ashland. They formerly owned the fine



KIMBALL & CLARK'S MILL, KIMBALL, WIS.



PLANT OF THE ASHLAND BREWERY,—ASHLAND, WIS.

Wisconsin. In their boat building department skilled workmen are employed and they take orders for turning out anything from a hunting canoe to a steam yacht. All the boats they build are strong and light and of a most beautiful model.

Hon. A. M. Kimball, the senior member of the firm is quite generally known, not only in lumbering circles, but also in a political way. He has been a state

Col. George Hyland, the Lumberman.

One of the best known lumbermen in Northern Wisconsin is Col. Geo. Hyland, who has made his headquarters at Ashland for a year or so past and has been prominently identified in developing the lumber interests of this district. He is associated with his brother, John Hyland, of Dansville, N. Y., and they own about 200,000,000 feet of standing pine in Bayfield and Ashland counties

tracts of pine around Iron River, in fact the first purchase made by the Lea & Ingram Lumber company. Col. George Hyland is the active manager of the firm. His portrait is given on another page. He was born in Livingstone county, New York, fifty-three years ago. He enlisted at the beginning of the Civil war, as a volunteer in Co. B., 13th New York volunteers, known as the famous Rochester regiment, the first to leave that city. At the early age of 19 years he commanded a regiment at the second Bull Run fight, when he was severely wounded. He was mentioned for bravery in the field. Col. Hyland served all through the war with special distinction and is quite prominent among Grand Army circles.

The vast amount of stumpage which they now own in this district was purchased between 1881 and 1883, and they have made many sales,—but have withdrawn a large amount of their Bayfield lands from the market.

Col. Hyland is one of Ashland's most enterprising lumbermen and he has plenty of faith in Ashland as the great lumber center of the Northwest. He has been a resident of Ashland for the past three years, and has opened permanent headquarters in this city.

Washburn, the Monolith City.



CITIES, like individuals, have their striking characteristics. The city of Washburn's distinguishing feature is that it attends strictly to business. While other cities of the New North are summer resorts, Washburn is noted as a business city and yet, it is beautifully situated on the north shore of Chequamegon Bay, and is a picturesque spot. It is called the Monolith City, the famous brownstone monolith being quarried but three miles east of Washburn at Houghton Point. The streets are lighted by electricity, one of the most complete and modern plants in the state having been put in in 1891. Three of the largest saw mills on Chequamegon Bay are located at this place. Besides

these the largest grain elevator on Lake Superior, east of the city of Superior, the mammoth C., St. P., M. & O. elevator, which annually ships 2,500,000 bushels of grain, the Northwestern Fuel Company's dock—the large commercial dock—these are some of the features of Washburn.

Washburn was made the county seat of Bayfield county by vote of the people in the fall of 1892. It is the largest city in the county, having a population of about 5,000 souls. Although much younger than Ashland, it has risen in importance during the last few years, until it ranks next to Ashland in population. Nearly ten million bushels of grain, including oats, wheat, corn, rye, flax and barley, were received by rail last season, and shipped by water to Buffalo and other lake ports.

The shipments of the three mills of Washburn for the season of 1892, are

as shown in the following table:

	LUMBER	LATH	SHINGLES
A. A. Bigelow Co.	47,000,000	7,000,000	12,000,000
Thompson L'br Co.	31,500,000	3,000,000	600,000
South Shore " Co.	38,000,000	8,000,000	2,000,000
Total	116,500,000	18,000,000	14,600,000

This is an increase over 1891, of 34,000,000 feet of lumber, 6,000,000 feet of lath and 4,000,000 of shingles. Among the logging companies, in addition to those named in the table, are Nolan & Nolan, Stitt & Cartier, Simpson & Co., Weyerhaeuser, and others.

There are no other ports on Lake Superior that offer better facilities for shipping and handling. In proportion to its population, Washburn is the largest lumber manufacturing and shipping port on Lake Superior. And its lumber interests are rapidly developing into substantial manufacturing industries, and it also has the largest coal dock and ships the only grain cargoes sent out of Chequamegon bay. The future of the city is assured. Its resources in lumber and brownstone are something substantial.

The statistical summary for 1892 make a very flattering showing for the "Monolith city" and the present year promises to be one of the most prosperous in its history.



NEW BROWNSTONE PUBLIC SCHOOL BUILDING



DOCKS OF THE N. W. FUEL CO., WASHBURN, WIS.



TROUT FISHING NEAR WASHBURN WIS.



SCENE NEAR WASHBURN WIS.



MILL OF C. C. THOMPSON LUMBER CO., WASHBURN, WIS.



BANK OF WASHBURN, WASHBURN, WIS.



THE BIG GRAIN ELEVATOR, WASHBURN, WIS.



C. C. THOMPSON,
President.
The C. C. Thompson Lumber Co., Washburn, Wis.



C. F. THOMPSON, JR.,
Sec'y and Treas.
The C. C. Thompson Lumber Co., Washburn, Wis.



E. R. BARAGER,
Editor Washburn Itemizer.



F. T. YATES,
Editor Washburn News.



JOHN ANDERSON,
Sheriff
Two Well Known Bayfield County Officials.



HOWARD BENTON
Clerk of the Circuit Court.
Two Well Known Bayfield County Officials.



JOSEPH PRUDHOMME,
Mgr. Prudhomme Shoe Co.
Washburn Business Men.



F. J. COLIGNON,
Dist. Atty. Bayfield County.
Washburn Business Men.

Washburn's Deep Harbor.



WHILE Washburn is by far the youngest city at the western terminus of the great chain of lakes it has some very important advantages over all other places which are destined in the not far distant future

to place the city in lead of all others in point of population, amount of business done yearly and commercial importance. The chief of these advantages is her excellent harbor. While the government of the United States is at work deepening the Soo locks and the various channels connecting the great chain of lakes to the end that boats drawing twenty feet of water can enter Lake Superior, the question may very properly be asked: What are these boats going to do after they get to Lake Superior? Are they going to Duluth, Superior and Ashland, when at the present time crafts drawing ten and twelve feet of water are aground daily in these harbors during the season of navigation? No, they are not going to these places for the reason that they cannot get there. True it is that dredging will be attempted and an effort made to get to these now commercial centers but it must be remembered that constant work must now be done on these other harbors to accommodate in a very poor way the present traffic, and when eight or ten feet extra depth of water is required, our neighbors will find that they cannot hold the trade. Washburn's harbor is not an artificial one, made by man; but is a natural harbor, well pro-

TECTED by the Apostle Islands and reported by the U. S. Government engineers as being beyond the power of man to improve it. It is a harbor where substantial docks may be built at a reasonable cost and where twenty feet of water may be obtained at a distance of from sixty to one hundred feet from the shore. Washburn waits with patience the completion of the twenty-foot water-way, knowing she has the harbor to accommodate the boats when they reach the lake, while Duluth, Ashland

and Superior are kept busy trying to keep enough mud scratched from the bottom of their harbors to admit boats drawing ten or twelve feet.

As a lumber center Washburn stands second to no town on Chequamegon bay. Three saw mills, with a cutting capacity of over six hundred thousand feet per day of ten hours are run day and night throughout the entire season. Two planing mills, two shingle mills, three lath mills, a trunk box factory employing fifty hands and a sash door and blind and general wood working factory employing a like number of men are among the wood working establishments of the city. Upwards of a billion feet of standing pine besides an almost inexhaustible supply of hard woods are tributary to this city. The logging railroads traverse the town in various directions and the business is carried on the year round.



OWEN & FROST, CITY DRUG STORE, WASHBURN.



RESIDENCE OF E. S. OWEN.



INTERIOR HARDWARE STORE, BEN UNGROTT.



WASHBURN PUBLIC SCHOOL BUILDING.



DR. W. T. LEONARD, WASHBURN.



GEORGE FOX, JEWELER.



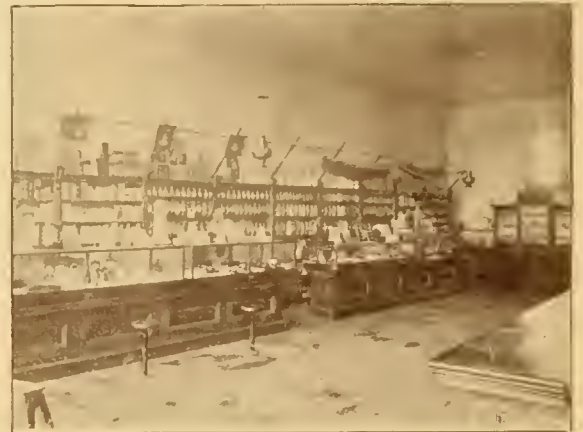
F. R. FAHRIG, DRUG STORE.



JOHN JACOBS, TOWN CLERK.



CLOTHING & DRY GOODS STORE OF F. J. MEEHAN.



WEST END PHARMACY, OWEN & FROST, PROPRIETORS.



AMERICAN HOUSE, WASHBURN, WIS.



RESIDENCE OF FRANK H. HARTSHORN.

Washburn's Advantages.



THE city of Washburn did not exist less than ten years ago. The site upon which it now stands was then a howling wilderness. Today it is a city of five thousand people and the county seat of Bayfield county. It has a splendid system of waterworks, giving a steady pressure of 90 pounds to the inch and the entire city is well protected

Ashland it has been about four per cent, and in Superior it has even exceeded this amount on what might very properly be termed a fictitious valuation. Thus it will be noticed that on a plant valued at one thousand dollars the tax in Washburn would be \$1,750, in Ashland it would be \$4,000, and in Superior would be still higher. Our excellent system of waterworks makes the rate of insurance fully as low here as in other places.

In the fall of 1888 the business por-

our own quarries. The contract for the erection of a new \$30,000 school house is about to be let, and work on a county jail to cost \$20,000 will be begun at an early day, the Paulty Jail company, of St. Louis, having been awarded the contract. Washburn, at this writing, has nine churches—all having buildings of their own—two ten thousand-dollar school houses, a fifteen thousand-dollar city hall, a free public library and reading room, with a building erected for its exclusive use costing \$5,000, a brewery costing \$50,000, three stone quarries with over half a million of dollars invested in machinery, etc., two banks, three newspapers, and its full quota of business houses in the various branches of trade. What the city most needs is capital to develop its wonderful resources, and to the man who will here invest his dollars, rich returns are to be



NORWEGIAN LUTHERAN CHURCH WASHBURN.



COURT HOUSE AND TOWN HALL.



ST. JOHN'S EPISCOPAL CHURCH WASHBURN.

from the ravages of fire. A complete system of the Thomson-Houston arc and incandescent electric lighting was put in by a home company during the summer of 1891 and is second to none in the country. The street lamps are of two thousand candle power and are located so that the entire city is lighted. The initiatory move for a system of sewers has already been made and the present year will see the same under good headway. The question of taxes is one of vast importance to the manufacturer as well as the poor men and is in fact a question of more than usual importance in this section for the reason that in some cities in Northern Wisconsin taxes are so high that investments are rendered extremely unprofitable, which would under a moderate rate of taxation be reasonably profitable. The rate in Washburn has been for the past three years about one and three-quarters per cent of fair valuation, while in

tion of the city was nearly wiped out by fire, and in such time the faith of the people in their city manifests itself more than any other. Buildings of wood were rapidly replaced by brick and stone, and today the principal business blocks are of the brownstone from

be had. Any kind of wood-working establishments, a tannery, a flour mill, a saw mill, a furniture factory, and in fact any kind of an institution using almost any kind of wood can here find a free site, and if operated the year round, one hundred dollars per man will be given for each man employed the first year.

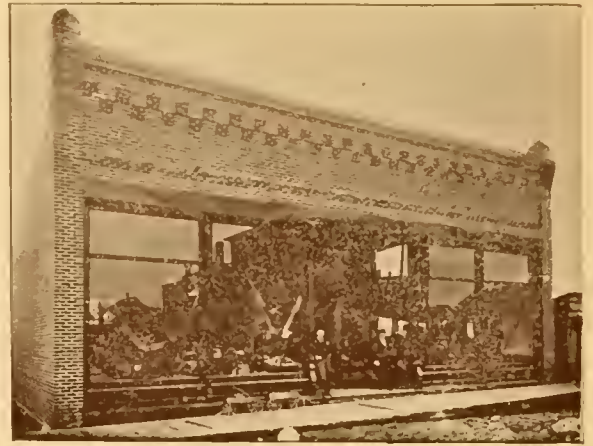
Washburn is the transshipping point of the Chicago, St. Paul, Minneapolis & Omaha Railway. Here are located its merchandise and coal docks, its warehouse, elevator, etc. The amount of grain, merchandise and other stuff handled during 1893, will be over five times the amount handled any previous season. Two crews are employed at our docks and three crews at our elevator. The coal receipts by boat and shipments by rail for the present year will crowd 300,000 tons. The lumber shipments are no small factor in this connection. The Bigelow Lumber Co., the South Shore, and the Thompson Lumber Co., ship enough to engage twenty vessels.



CONGREGATIONAL CHURCH.



OPERA HOUSE BLOCK, AUNE & OVERBY.



MEEHAN'S BLOCK, LOWER TOWN, WASHBURN, WIS.



VIEW LUMBER PLANT, SOUTH SHORE LUMBER CO. WASHBURN, WIS.



H. J. FINSTAD,
Postmaster Washburn.



RESIDENCE REV. JACOB GROTHEIM, WASHBURN, WIS.



RESIDENCE WM. WAOGLERLY, WASHBURN, WIS.



Q. W. FROST,
Owen & Frost



D. H. HANER,
Town Clerk.



E. S. OWEN,
Owen & Frost,



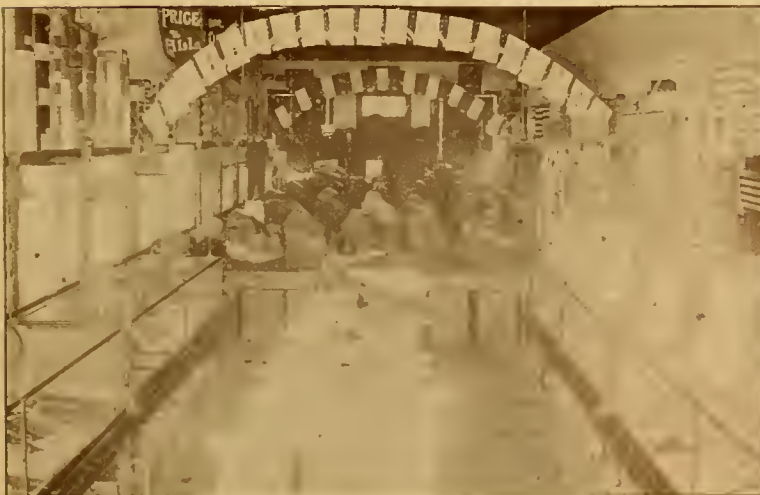
LUMBER DOCK, A. A. BIGELOW & CO.



INTERIOR F. J. MEEHAN'S STORE— DRY GOODS DEP'T.



RAILROAD AND RECEIVING YARD, A. A. BIGELOW & CO.



INTERIOR F. J. MEEHAN'S STORE—CLOTHING DEPARTMENT.



INTERIOR RESIDENCE, LYMAN WALKER.

The Home of the Monolith



HISTORY records the annual marriage of Venice to the sea, the Doge of Venice acting as master of ceremonies, but there is no sublimer event recorded, than the breaking loose from its bed the great

brownstone monolith on November 19th 1892.

The famous quarries of the Lake Superior Brownstone are principally located at Washburn. While there are quarries in other places, over four fifths of the stone shipped comes from the Washburn quarries. The Prentice Quarries, from which the new World's

Fair Monolith is taken, are located in the town of Washburn, two miles north of the city. The huge stone is 115 feet long and is the largest stone ever quarried in the world, but Mr. Prentice is not satisfied with beating the world and now claims he can from the same quarry take a stone ten or even twenty feet longer. The monster lies in its

natural bed at this writing waiting patiently the raising of funds necessary to move it. The brown sandstone taken from these quarries is of a rich color, and when quarried is soft and easily worked, but when exposed to the weather it becomes hardened and is pronounced by experts very durable. The gradually increasing demand for the stone is the best evidence of its qualities for building purposes and for the past three years the shipments have doubled each year. The present season promises to do even better than this as inquiries from all quarters are being received. The supply is practically inexhaustible and the stone becomes of a better quality as the quarry is worked.



LUMBER PLANT, A. A. BIGELOW & CO., WASHBURN, WIS.



POSTOFFICE BLOCK, H. J. FINSTAD.



INTERIOR JEWELRY STORE, GEO. FOX



INTERIOR DRUG STORE, E. B. FAHRIG.



WASHBURN BREWERY.



DINING ROOM HOTEL WASHBURN.



HOTEL WASHBURN.



BAYFIELD COUNTY BANK, WASHBURN.



L. N. CLAUSEN,
Cashier Bayfield Co. Bank
and Ch'n Town Board.



INTERIOR BAYFIELD COUNTY BANK.



ELECTRIC LIGHTING CO. POWER HOUSE.



INTERIOR ELECTRIC LIGHTING CO. POWER HOUSE.

Washburn and its Banks.



RAPID as has been the growth of the New North, the city of Washburn has grown at a rate that has surprised its sister cities in the Lake Superior region. In reviewing the rapid growth of the "Monolith City," it would be an injustice not to make prominent mention of the man who has done so much single-handed in building up Washburn. Mr. A. C. Probert is president of the Bank of Washburn, and also of banks at Shell Lake and Pres-

means of giving the "New Wisconsin" the flattering growth and prosperity which it now enjoys.

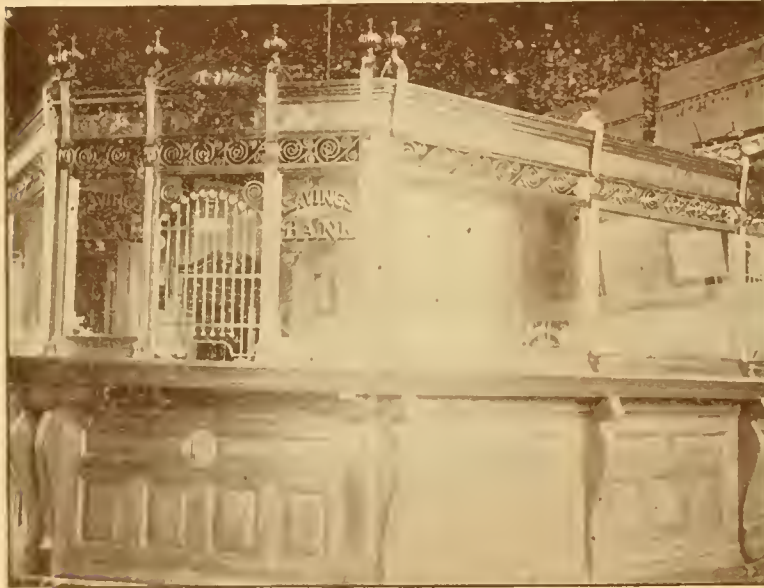
Bayfield County Bank.

THE Bayfield County Bank was recently organized in Washburn and has already taken rank as one of Washburn's best institutions. W. G. Maxcy is president and D. M. Maxcy is vice-president and resident manager, with L. N. Clausen, cashier. The capital stock will likely be increased during the coming year. Messrs. Maxcy are also largely interested in the Washburn Water Works company.

man Walker, and A. P. Matson. Mr. Halloran is quite prominent in politics, formerly being sheriff of Bayfield county. He runs a shop and has several large



MR. A. C. PROBERT,
Pres. Bank of Washburn, M'gr Bay Land and Improvement Co



INTERIOR OF THE BANK OF WASHBURN.

cott, Wisconsin, besides being president of a dozen prominent manufacturing institutions in Washburn. He is one of the most liberal and shrewd business men in Wisconsin, and is always wide awake to the interests of his town and the establishment of new enterprises. Besides being president of the Washburn Business Men's Association, he is also manager of the Bay Land & Improvement Company and is ever on the alert for interests of the town which he helped to build up. There is scarcely a new industry that has been started within the past few years that he has not helped, either directly or indirectly. Mr. Probert is still a young man and very active in all his numerous business enterprises. Such men are indeed a credit to a town, and have been the

John Halloran, Contractor.

ONE of the best known building contractors in Washburn is John Halloran, formerly sheriff of Bayfield county. In fact he has built nearly every building of prominence in the thriving city of Washburn. The town hall was constructed under his supervision in 1886, and the schoolhouse which was burned during the big fire several years ago. Mr. Halloran has constructed many fine residences and business blocks in Washburn, among which are the Bayfield County Bank, store of John A. Jacobs, Bauer Drug store, N. W. Meat Market, Anne & Overby opera house block, Owen & Frost's drug store, Catholic church and Sisters' residence, the new lower school house, residence of Thomas Rowlands, store of W. H. Lemke, residence of Ly-



PRESIDENT'S OFFICE, BANK OF WASHBURN

contracts ready this year. Mr. Halloran is also a member of the town board of supervisors, and a public-spirited citizen.



MR. F. J. MEEHAN,
Dry Goods and Clothing Merchant.

Bayfield The Harbor City.

indeed an ideal spot. No wonder that Bayfield is a summer resort. Many prominent people, among them Judge Pinney of the Supreme Court, make Bayfield their summer home.

A few miles north of the city is situated the Red Cliff Indian Reservation. The country around, abounds in romantic picnic grounds, and "speckled beauties" swarm in every stream.

The sanitary conditions of the city are perfect. Pure water is piped to every house, and the natural drainage is such that sickness is very uncommon.

FEW cities in the United States are as picturesque as the city of Bayfield. Situated on a beautiful side hill overlooking the finest harbor on Lake Superior, it can be seen for a distance of many miles from vessels entering from the Great Lake. From its peculiar situation every street can be seen, like a giant checker board fringed with green. Few people will forget the first impression as obtained from the bay, and a closer inspection does not dispel the illusion.

The pride of Bayfield, is its harbor. With such a harbor, the future commercial prosperity of the city is assured.

The report of U. S. engineer Henry M. Roberts, Dec. 13, 1879, says on this point: "This harbor was reported on by me Nov. 30, 1876, when I could not find anything requiring improvements, I have the same report to make now." Report of L. G. Shermerhorn, Nov. 8, 1879: "This harbor lies directly on the route between the shore, ports and the steamers regularly touch at Bayfield dock.

"The harbor is directly under the lee of the Apostle Islands and is at all times easy and safe of access and does not require artificial protection. Bayfield is the great natural harbor of Lake Superior, and in its deep water and closely clustering islands nature seems to have left nothing for the engineer to do."

Bayfield harbor is usually open about April 15th, and many seasons is not closed by the ice until January first. It is not at all an unusual event to take a New Year's sail in Bayfield harbor. During the winter months, dog trains carry the mail from historic La Pointe on Madeline, three miles away. During the summer months, Bayfield is perhaps the most beautiful summer resort

in Wisconsin—and that means the most beautiful of any resort in America. The slope on which the site is situated so gently declines to the water's edge, that there is not a householder who can not sit by his door after the day's work is done, and see Nature's panorama spread before his feet—the blue hills of the Gogebic range, forty miles away—the dark pines that skirt the farther shore of Chequamegon Bay—the isles that dot the placid waters here and there—the whaleback and ore boats and passenger steamers slipping by—while the red light from Chequamegon point looms up from the distance like the planet Mars.

The Harbor city is



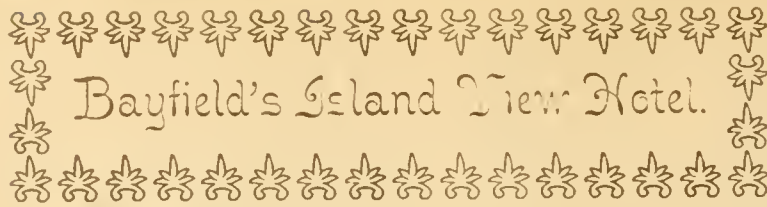
RESIDENCE, E. K. BRIGHAM, BAYFIELD WIS.




GENERAL VIEW OF BAYFIELD SHOWING ISLAND VIEW HOTEL.




Street Scenes in the "Harbor City", Bayfield Wisconsin.



 Bayfield's Island View Hotel.




OATERING to the wants of the modern public appetite, with delicacies in and out of season, has been reduced to a science. Every city of any pretensions has its large and fashionable hotel, furnished with all the modern conveniences and equipped with skilled caterers. Chequamegon bay, Bayfield harbor and the Apostle Islands are undoubtedly the most beautiful summer retreats in the United States. Thousands of tourists from all portions of the union visit this region every summer. Twenty-six thousand tourists passed through the "Soo" canal during the last season, as may be seen by referring to the official table on page fifty of this annual. The large steamships with these passengers touch at the port of Bayfield, giving the tourists an opportunity to stop at the Harbor City for a few days. Some of the interesting features near the city, are the historic chapel of Marquette and Allouez, built on Madeline Island in 1665, only three miles from Bayfield; the Red Cliff Indian Reservation, six miles from Bayfield; the giant brownstone monolith a half dozen miles

west of the city, etc., etc. Excursion steamers run from the city to the government lighthouses and other points of interest on the Apostle Islands, and fine trout fishing and the hunting of large game can be indulged in within three or four miles of the city. What more ideal place could be sought, then, than Bayfield as a summer resort? The spacious Island View hotel, a cut of which is produced upon this page, is filled with guests from all over the country during the summer months. It is one of the finest hotels in the state. Situated on a side hill, the view from the balcony extends for forty or fifty miles on the bay and lake. The "Island View" is known to thousands of tourists who have enjoyed its hospi-

tality. Being in direct railroad communication with Chicago and the Twin Cities, Bayfield does not depend upon



NORWEGIAN LUTHERAN CHURCH.

the lake steamers to bring its guests. Take it all in all, there is no more beautiful summer resort in America.

We give views of the interior of the dining room and parlor on this page, and an exterior view of the building. The hotel is able to accommodate over 200 guests, and furnishes every convenience found in modern hostelry. The hotel will be opened this season under new management and one of the best hotel men in the state will have charge.



ISLAND VIEW HOTEL, BAYFIELD.



PARLOR OF THE ISLAND VIEW HOTEL.



DINING ROOM OF THE ISLAND VIEW HOTEL.



NELSON BACHAND,
Supervisor.



ROB'T INGLIS,
Town Treasurer.



O. FLANDERS,
Ch'n Town Board.



H. J. CONLIN,
Supervisor.



J. C. BOUTIN,
Town Clerk.



WM. KNIGHT,
Pres. Lumbermen's Bank.



COL. J. D. CRUTTENDEN.



ANDRE V TATE,
Druggist.



CURRIE G. BELL,
Editor Bayfield Press.



COL. C. P. RUDD.



J. S. MCINTOSH,
Cash'r Lumbermen's Bank.



JOHN FIEGE,
Cigar Mfr.



HENRY FIEGE,
Cigar Mfr.



GEO. H. QUAYLE,
Of R. D. Pike Lumber Co.



B. H. WATERMAN,
Fish Company.



JUDGE JOS. M. LOUD,
Bayfield's First Postmaster.



ED. FISCHER,
Bayfield Pharmacy.



FRANK BOUTIN, JR.,
Lumberman.



GEN. A. C. FULLER,



A. E. DELANEY,
Photographer.

Bayfield's Lumber Record.



OW musical the tuzzing of the circular saw as heard at Bayfield, many years before the majority of the saw mill towns in the New Wisconsin were even dreamed of. Bayfield can justly lay claim to the title of "Pioneer Harbor City" in the great lumbering industry that has opened, as if by magic, in the Lake Superior region, as well as being first in the field in other industries that have given this country such unbounded prosperity.

The individuality and enterprise of Capt. R. D. Pike has been a potent fac-

tor in establishing Bayfield's lumbering business. In fact his mill was the first to be constructed on Chequamegon bay, which is now becoming known far and wide, as one of the most important lumbering institutions on Lake Superior. At the time Capt. Pike took the initial step, it required wonderful push and hustling ability to make a success of a Northern Wisconsin saw mill. But in this the Captain was never found wanting and as an assurance of his business tact, there stands at Bayfield, one of the busiest saw mills in this dis-



CAPT. R. D. PIKE,
Pres. of the Pike Lumber Co.

The Log Cut For 1892-93.

BAYFIELD'S log cut the past winter was a large one. The following list gives the names of the different operators and their output:

NAME.	FEET.
Mckenon & Please	13,000,000
Keystone Lumber Company	11,000,000
H. B. Stocking & Company	3,000,000
Merrill & Ring	6,000,000
C. C. Thompson Lumber Company	4,000,000
Sand River Lumber Company	10,000,000
J. H. Knight	3,000,000
F. Flacher	5,000,000
R. D. Chappell	1,500,000
Wright & Ketchum	2,000,000
G. L. Rodgers	3,000,000
Cranberry Lumber Company	20,000,000
Pat Hynes	7,000,000
Best & Boutin	10,000,000
Geo. Best	4,000,000
Frank Boutin	2,500,000
G. P. Rudd	1,000,000
R. D. Pike	1,000,000
Brigham & Mussell	1,000,000
Total	108,000,000

The Bayfield Box Factory.

THE Bayfield box factory is a comparatively new institution, but it has already proved to be very paying property, and has added much to the commercial importance of the Harbor City. It is the first box factory to oper-



GENERAL VIEW OF THE PLANT OF THE PIKE LUMBER COMPANY, BAYFIELD, WIS.

tor in establishing Bayfield's lumbering business. In fact his mill was the first to be constructed on Chequamegon bay, which is now becoming known far and wide, as one of the most important lumbering institutions on Lake Superior.



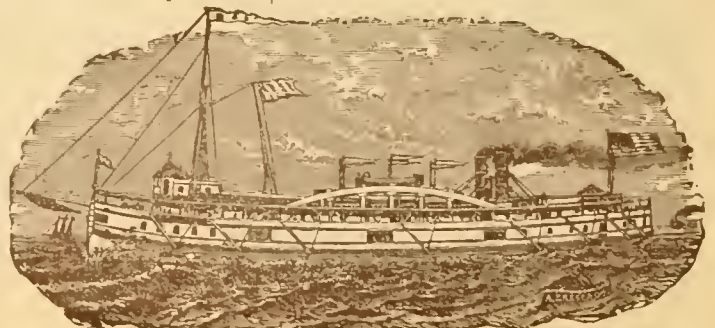
E. K. BRIGHAM,
Of Brigham L. & S. Co.
one of the busiest saw mills in this dis-

mill. A fine showing was made by the mill last year—a total of 18,000,000 feet of lumber being sawed, from May 1 to Nov. 18. There were no saw culls in the season's output.

Dock building has been a special "hobby" of the R. D. Pike Company, and it is certain that no other mill in existence is better equipped with dockage and deep water for vessel shipments. The entire dock room owned by the company is 9,945 linear feet.

E. K. Brigham, the active proprietor of the Lumber & Supply Co., has leased the planing mill of the Pike Lumber Company.

ate successfully in this lumber district, which speaks well for the management. M. Downey, of Kansas City, Mo., purchased the property last year. J. S. McIntosh, cashier of the Lumbermen's bank, is now quite extensively interested in the enterprise. Both gentlemen are thorough business men, and will give a great impetus to the business of the factory this year.



ONE OF THE BAYFIELD LUMBER FLEET.



RESIDENCE, WM. KNIGHT, BAYFIELD WIS.



FARM ON CHEQUAMEGON BAY.



PICNIC SCENE NEAR BAYFIELD.



INTERIOR BAYFIELD PHARMACY.



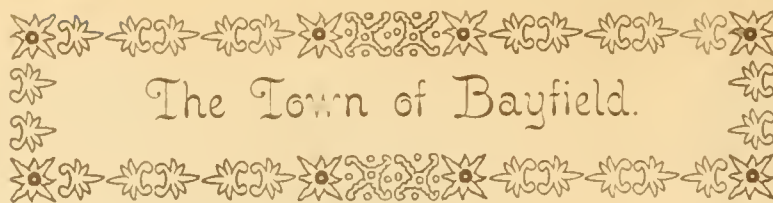
THE BELL BLOCK AND BAYFIELD PHARMACY.



RESIDENCE, DR. H. HANNUM.



RESIDENCE, C. G. BELL EDITOR BAYFIELD PRESS.



 The Town of Bayfield.



WISCONSIN has few towns that can boast of more farming than the town of Bayfield a map of which appears on another page. There are townships pretty well settled with farmers and settling fast. A view on another page is given of a stock farm on Chequamegon bay, near Bayfield. The town of Bayfield contains about 288 square miles and has some of the best pine to be found in northern Wisconsin.

Col. Isaac H. Wing is one of the early pioneers of Bayfield, who has perhaps, done as much for Bayfield and this part of the Lake Superior country, as any other one person. He came here at an early day and served during the civil war with special distinction. He was a member of Gov. Hoard's staff, with rank of colonel. Mr. Wing is always aggressive, and is interested in nearly every public enterprise in Bayfield, including the Island View Hotel, Hydraulic Company, Lighting Company, etc. He is liberal in all public undertakings, and a history of Bayfield would indeed be incomplete without allusion to the long and useful career of Col. I. H. Wing.

As a Summer Resort.

EVERY summer there are thousands of celebrated summer tourists who visit Bayfield. Its beauty and quiet and picturesque scenery are unsurpassed. The Island View hotel is unexcelled as a fashionable hostelry, while there are plenty of other accommodations. A sail on the harbor or a day's trout fishing leaves a memory that lasts a lifetime.

Trout Fishing In Bayfield.

FAMOUS among sportsmen all over the United States are the trout streams in and about Bayfield. Capt. R. D. Pike has recently established a fish hatchery near Bayfield in the historic Pike creek, which is one of the most picturesque little mountain brooks to be found anywhere, and reminds one very much of the famous scenes among the Adirondacs.



COL. ISAAC H. WING, BAYFIELD.



FIRST STREET LOOKING SOUTH—BAYFIELD.

Bayfield Box Factory.

IT IS often that out of small beginnings large and prosperous enterprises are developed. Such has been the history of the Bayfield box factory. It began to supply the surplus trade of the M. Downey box factory, of Kansas City. It has grown to such proportions that now its trade is enviable in itself and its shipments cover a wide range, reaching from Chicago to Salt Lake City, and from Wisconsin to Mexico. The manufacture of boxes is the nucleus round which the other lines are centered. They are made in all descriptions. In fact every form of box called for is sup-

plied on short notice. In their other lines the trade is advancing finely. In headings they manufacture all kinds from stock carefully prepared in their dry kiln. A large trade has been enjoyed in sawed staves and this year the factory has put in machinery for cutting flour staves, which is being operated successfully at the rate of manufacturing twenty cords of bolts per day.

A high grade of cedar fishing floats is also produced and a ready sale found for the same at points along the lakes.

Having superior machinery, they turn out as fine a line of mouldings as any concern in Northern Wisconsin. In location the factory is fortunate, being in a district of good hard and soft timber, and having most excellent dock facilities.

The aim of the management is prompt attention to every order, large or small, and first-class goods. Parties desiring the articles of their manufacturing will do well to correspond with the Bayfield Box Factory, of Bayfield Wis.

The Brigham Lumber and Supply Co.

THE E. K. Brigham Lumber and Supply Company, of Bayfield, are manufacturers and dealers in rough and dressed lumber, shingles and lath, and also handle brick, lime and cement, in fact all kinds of building materials.

Mr. Brigham has leased the planing mill of the Pike Lumber Company for a term of years, and it has a capacity of 75,000 feet per day. Mr. Brigham is also a member of the firm of Brigham & Mussell, one of the largest logging firms on the bay.

Mr. Brigham also operates a shingle mill and has secured a lease of a coal dock near the R. D. Pike Lumber Co. and has carried on quite an extensive coal business during the past year. The Supply Co., although less than a year in existence, is one of

the most flourishing institutions in the Harbor city. Mr. Brigham is a pusher aggressive and popular and just the sort of a business man that is a credit to any town.

The Lumbermen's Bank.

BAYFIELD enjoys the distinction of having a first-class bank. It was organized in 1839, by Mr. Wm. Knight, who is well known as a financier. He has made a pronounced success of the bank, and it is today one of the soundest financial institutions in the state. Not the least among Bayfield's institutions is the Lumberman's Bank.

The Chicago Herald.



N institution that never closes its doors, can truly be said of the Chicago Herald. The latch string of its magnificent new building is ever out. This simple fact has still a deeper significance. Its columns are always open for Wisconsin news and Wisconsin enterprises, and especially is this true in reference to the Lake Superior country. No other Chicago newspaper has shown as earnest and active interest in the development of the "New Wisconsin." Consequently the Herald is considered almost as necessary at a Wisconsin hearthstone as the old family almanac used to be in the quaint old days of long ago.

Then, too, the Herald is considered the great newspaper model in the United States today for the struggling country editor. Its pages fairly glisten with bright ideas and the typographical appearance is not excelled by that of any other newspaper in the world. The unique, antique dress, every letter of which was designed by the enterprising publisher, has almost a hypnotic fascination, so that the Herald always brings the nickle out of the pocket, when a Chicago newspaper is wanted. And in these times a Chicago newspaper is as necessary as air itself.

The strong hold that the Herald has upon its constituency is not difficult to understand. Its enthusiastic allies all over the country are the rural editors. The publisher, Mr. James W. Scott, who has made the Herald what it is to-day, has been a country editor, and his sympathy with them is more than the usual superficial and patronizing smile of metropolitan publishers.

A feature of the Herald that has attracted considerable attention with its country constituency of late, has been the "want columns." They are now becoming essential to those outside of Chicago as well as those who reside within the annexed city limits. A small expenditure for a Herald want reaches thousands of read-

ers almost as quickly as a direct telegraph message.

It is rumored that a special newspaper train will run out of Chicago to the Lake Superior region, so that papers will reach Ashland the same day of publication. It is unnecessary to add that the Herald is foremost in this enterprise to furnish the news quick—even to the most remote quarters, and a special fast mail would add still more to its



JAMES W. SCOTT,
Publisher Chicago Herald.



THE OLD CATHOLIC CHURCH, AT LA POINTE, NEAR ASHLAND.
Built in 1665, by Father Marquette.

distinction. The Chicago Herald is considered a home enterprise in Northern Wisconsin. It has been a medium through which attention has been called to the wonderful resources of this section and the people are quick to appreciate it. In reviewing the record of 1893, the annals would be incomplete without due acknowledgement.

During the coming year, the undaunted "Herald," with its resounding trumpet will more than ever prove its right to lead in the onward industrial crusade for the great northwest. We are pleased to give on this page a portrait of the Herald's popular publisher, Mr. James W. Scott.

Paved Two And One-Half Miles.

THE city of Ashland has put in exactly two and a half miles of paving during the past season at a total cost of \$27,704.46. Property owners along the streets paved will pay in addition \$73,362.43. Six blocks each have been paved on fourteenth avenue east, and Ninth avenue west, sixteen blocks on Third street and nine intervening blocks between Second and Third Streets. Counting 366 feet from the middle of one street crossing to the next one, the thirty-seven blocks will aggregate 13,541 feet, or two and a half miles.

The contract for all the paving was let to A. J. Grant, excepting the six blocks on Fourteenth avenue east, which was let to Hugh Steele. Details of the work and its cost follow:

Sixteen blocks on Third street, and nine intervening blocks between Second and Third streets, a distance of twenty-five blocks, or one and seven-tenths miles. Cost to abutting property, \$48,267.17. In addition to this, the cost to the city is \$18,467.10.

Fourteenth avenue from St. Clair to Sixth street, six blocks, or nearly a half mile, costing the abutting property \$15,141.12, while the city pays \$5,981.96.

Ninth avenue west, from Fourth to Tenth street, same distance as above, cost to abutting property holder, \$9,554.14,—city's share, \$3,255.40.

Last season ten blocks were paved on Seventh avenue west, namely from Fifth to Tenth street. Six blocks, from Seventh avenue west to Ellis avenue; were also paved last season. This makes a total of fifty-three blocks paved in Ashland, or three and three-fifths miles. This season the work will begin early. Third street will be paved from the Beaser Hose house, where the work stopped, to Fifteenth avenue west.

Bayfield and Its Schools.



PRIDE in schools and public institutions is one of the noted features of all residents of the Harbor City. When it comes to a consideration of public enterprises it will be found that

Bayfield has established a record not excelled by any city of its size in the state. Its churches, schools and public buildings would do justice to a city twice its proportions. Bayfield has had a gradual steady growth during its entire existence with no sudden expansive inflations. What the Harbor City has accomplished, it has accomplished well, and the outlook was never brighter for its general prosperity than at the present time. The institutions already located there are increasing with very flattering success. But it is the general public spirit in the pushing forward of public enterprises, for which Bayfield citizens have always been noted, that speaks for the city.

Public and Parochial Schools.

The Bayfield High School building is a handsome structure, a cut of which is presented on this page. It was built with all the modern conveniences for students. The corps of teachers who are employed are second to none in proficiency. The members of the school board are Messrs. Fred. Fischer, Robt Inglis and F. Herrick. Especial attention is given to kindergarten work. Pending



HIGH SCHOOL, BAYFIELD, WIS.

the erection of additional school buildings, temporary headquarters have been secured in the town hall. The Catholic Parochial school is one of the features of the city and is doing excellent work.

Bayfield Churches.

Bayfield is well supplied with churches. The Methodist, Catholic, Presbyterian, Swedish Lutheran, Episcopalian, Scandinavian Congregationalists, all have good churches, prosperous and growing congregations. Each church contains ladies' auxiliaries and young peoples' societies which naturally add to the efficiency of church work in general. The moral and intellectual growth of any city

is gauged by the number and prosperity of its schools and churches. Judging from this standpoint, as well as from the general air of prosperity and happiness that is everywhere apparent, the condition of Bayfield is satisfactory.

No city in Wisconsin, has more efficient schools than Bayfield, the Harbor City.

Among the secret societies which have strong lodges in Bayfield are the F. & A. M., I. O. O. F., Modern Woodmen, American Legion of Honor, A. O. U. W., Good Templars and others. The G. A. R., S. of V., Catholic Knights and similar organizations are all prosperous.

There are few cities taking it altogether, that enjoy the historical and educational influence that Bayfield does. It is primarily a city of culture.



PROPOSED NORMAL SCHOOL, FORMERLY COURT HOUSE.



CATHOLIC CHURCH AND SISTER'S SCHOOL, BAYFIELD.

Bayfield's Famous Harbor

RECENT developments show that during the coming year Bayfield will undoubtedly be made the easterly and Lake Superior terminus of the Great Northern system. The Bayfield Harbor & Great Western Railroad which was surveyed last year will be built this year, and will undoubtedly be a part of the Great Northern system. This road is one of the enterprises that has been attracted by the facilities offered by the Bayfield Harbor, which is undoubtedly the finest harbor on earth, Constantinople excepted. It extends fifteen miles in length, from three to five miles in width, with a depth of water of 180 feet. The frontage of fifteen miles for dockage will undoubtedly be covered with elevators and manufacturing institutions. The great northwest will ship its grain by way of Lake Superior, and when the deep waterway channel to the sea is completed Bayfield harbor must be used as there is no other harbor that has a sufficient depth of water to accommodate the class of vessels that will then be in service. Thirty feet of water can be secured at almost any point along the shore of Bayfield from Redcliffe to Bayfield by going out 250 feet and in some places 100 feet of water can be secured by going out twenty feet, so that the Great Eastern could tie up to trees in some places and load.

It has always been a progressive town. The following are the town

officials for the current year, portraits of which are given in this issue, O. Flanders, chairman, H. C. Conlin and Nelson Bachard supervisor, J. C. Boutin, clerk; Robert Inglis, treasurer. One feature which the town of Bayfield can rightfully boast of is its splendid roads and bridges. The Dairymple boulevard, over 100 feet



TOWN OF BAYFIELD AND BAYFIELD HARBOR.



CATHOLIC MONASTERY, BAYFIELD WIS.

wide, running from Bayfield, north to Red Cliff, is one of the most beautiful drives on the shores of Lake Superior. It is almost equal to a drive in Jackson Park itself. The soil is sandy, warm and especially adapted to raising small grain,—hay especially, and when the pine is gone, Bayfield county will have some of the finest dairy farms in the state.

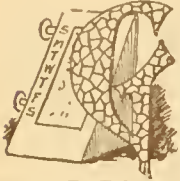
The first giant pine tree was felled on the present site of Bayfield March 24, 1856.

The county board set off the town of Bayfield, Oct. 25, 1858, and the first town election was held in April 1859, when the first town officers were elected. A. J. Day, Chairman, Wm. S. Warren and Thos. Davis, Supervisors; A. J. Steadman, clerk, T. L. Patterson, treasurer and Andrew Tate, superintendent of the schools.



GENERAL VIEW OF BAYFIELD FROM THE HARBOR.

Bayfield's Stone Quarries.



RECENT as have been the strides in the brownstone industry during the last few years, the Bayfield quarries have more than held their own.

Mr. R. D. Pike opened up the Bayfield brownstone quarry in the season of 1884, it being the pioneer quarry on Chequamegon bay, as no other quarries were opened on the main land until about one or two years later.

The first shipment of stone made was to St. Paul for the German American Bank building and the next for Minnesota Club House at St. Paul.

hours with the fire pouring out of all the doors and windows until the entire inside was consumed. The morning after the fire the building resembled a huge iceberg, and after going through this trying ordeal of fire and ice the building was handsomely refitted the next season without removing one stone of the original wall, and had this building been constructed of lime, granite or any other material than Lake Superior brownstone, it would certainly have had to be rebuilt from the foundation up.

During the operations of the Bayfield Brownstone Company large quantities of stone have been shipped to Chicago, St. Paul, Minneapolis, Omaha, Sioux City, etc. In Chicago many of the handsome private residences on Michi-

markets with the finest and freshest lake fish obtainable and also insuring prompt shipments. He also handles salt whitefish, trout and herring, and has an extensive trade in this line.



CAPT. R. D. PIKE,
Pres. Pike Brownstone Co., Bayfield, Wis.
THE BAYFIELD LIGHTING COMPANY.

THREE years ago Capt. R. D. Pike, with his usual enterprise, organized the Bayfield Lighting Company, and that city now has one of the best plants on the lake.

T. W. Dennison is also secretary of his company, and has made it a success besides attending numerous other duties.

THE BAYFIELD HYDRAULIC COMPANY.

NO city in the world has a better water service than Bayfield. It was organized twenty years ago, and has a franchise for piping lines within a radius of ten miles of the city. They will this year build a power house, and pump from the lake, as well as using gravity pressure from the two reservoirs, which now supply spring water. T. W. Dennison is the energetic secretary of this company, and none can excel him in the management of such corporations.

BAYFIELD IMPROVEMENTS FOR 1893.

ACCORDING to accurate figures obtained by the Bayfield Press, the improvements for 1892 aggregate \$160,000, and the amount of business done in Bayfield amounts to \$3,000,000 annually.



VIEW NEAR PIKE'S QUARRIES—BAYFIELD IN THE DISTANCE.

Col. E. F. Drake, of St. Paul, now deceased, in May, 1885, bought one-half interest in the property, and from that time on, run it as a firm, under the name of the Bayfield Brownstone Company, and continued to operate it as such until the fall of 1892, when a stock company was formed under the laws of the state of Wisconsin as the Bayfield Brownstone Development Company, with A. M. Drake, president; H. T. Drake, secretary and treasurer; and R. D. Pike vice-president and general manager.

In the season of 1885 the Bayfield Brownstone company furnished all the stone for the Lumbermen's Exchange in Minneapolis, a building twelve stories high, which at that time was the highest and handsomest building in the city and nothing up to the present writing has superseded it. In March, 1891, the building took fire, with the thermometer between 20° and 30° below zero and streams of water were playing on it for over six

gan boulevard are built of this stone. The Central Presbyterian church near the capitol building in St. Paul, is built of this stone. The company also furnished S. G. Cook, of Minneapolis, owner of the Lumbermen's Exchange, all the stone for his handsome private residence, one of the finest in the city.

The quarry has two channellers, four steam derricks and all the necessary machinery belonging thereto.

The Fishing Interests.

AMONG the fish companies operating on Lake Superior, in handling the famous lake trout and whitefish, Mr. B. H. Waterman, of Bayfield, has built up an extensive trade during the past two years. He recently leased a dock at Bayfield and will build quite an extensive warehouse during the summer and will give his entire attention to the wholesale trade in supplying the



RESIDENCE OF A. J. MUESSELL—BAYFIELD.

Ashland and its Courts.



THE Federal Government has erected an elegant public building in the city of Ashland at a cost of \$100,000, and has expended twice that amount on the government breakwater in Ashland harbor. It maintains one of the three United States land offices of the state of Wisconsin in Ashland, as well as the La Pointe Indian agency, embracing the northern portion of Wisconsin and the northeastern portion of Minnesota to the Canadian boundary. The citizens of the New Wisconsin ask but two more things of the Government. One of these is, that Ashland be made a full port of entry, instead of being made a sub-port as it now is. Secondly, it should be placed in the eastern Judicial Circuit of the state of Wis., with terms of court held in Ashland. The government would not have to go to the expense of erecting a building. The new public building obviates that. The question then resolves itself into one of positive necessity.

To state it concisely, three things are urgently needed:

FIRST.—Two terms a year of federal court at Ashland.

SECOND.—A deputy clerk to issue process.

THIRD.—Deputy marshal to execute process.

Now the reasons why this should be done are not mere random shots, but based upon the requirements asked for.

FIRST.—The United States census, of 1890, shows that Ashland is the third largest shipping port on the Great Lakes—Chicago and Buffalo, holding first and

second place respectively on the list.

SECOND.—Weekly, during the navigation season, applications are made for litigation for demurrage charges, seamen's liens, furniture liens, coal liens, etc. But no chance, no relief, owing to the proper officials being 500 miles away. And there are no means whatever for immediate action for procedure. All we can do is to take preliminary measures. The litigation, which ought to be carried on here is taken elsewhere at treble the expense necessary.



E. J. DOCKERY.



J. T. KINGSTON,

State Senator from Ashland.



CIRCUIT JUDGE, HON. J. K. PARISH.



MUNICIPAL JUDGE, HON. L. A. CALKINS.

THIRD.—Frequent claims for protest for damage, for delay, hard weather, running on reefs, etc., all could be carried on in Ashland, but no means, no court, no officers are at hand.

FOURTH.—Reservations all contiguous to Ashland result in frequent cases arising which can only be tried in United States courts in this state originating north of a line running east and west midway between LaCrosse and Madison. That is to say the new part of the state produces most of the litigation in federal courts.

SIXTH.—The railroads run from Ashland direct, reaching all parts of the state and especially the northern part much more conveniently than Madison.

RECORD IN THE CIRCUIT COURT.

THERE have been over 2,200 cases tried in the circuit court in this district during the past five years, of which 1,700 were tried in Ashland. The average number of days that court was in session was about 75, and the litigation in the circuit has included some of the most interesting cases ever put on a circuit court calendar. Judge Parish has had an unusually good record on the bench as his overwhelming majority for re-election in April, would indicate. The Ashland County Bar Association has about thirty members. The 15th



J. J. MILES.



E. E. BROSSARD.

Ashland is situated, comprises the six counties of Bayfield, Sawyer, Ashland, Iron, Taylor and Price. It is presided over by Hon. J. K. Parish, who has served since January 1st, 1888, and who was reelected April 4th, 1893, receiving 4,000 votes out of a total of 9252. He had five competitors. His second term as judge expires January 1st 1900.

Edgar Foster is the newly elected municipal judge and will succeed the present incumbent Jan. 1st, 1894. The jurisdiction of the court covers both the city and the entire county.

Taken altogether Ashland is well supplied with courts. It is a legal center as well as a commercial center and some of the most noted trials held in the state have been tried here.

On page 62 we give a group of portraits of Ashland attorneys and on this page the judges and other attorneys.

Ashland's Grain Trade.

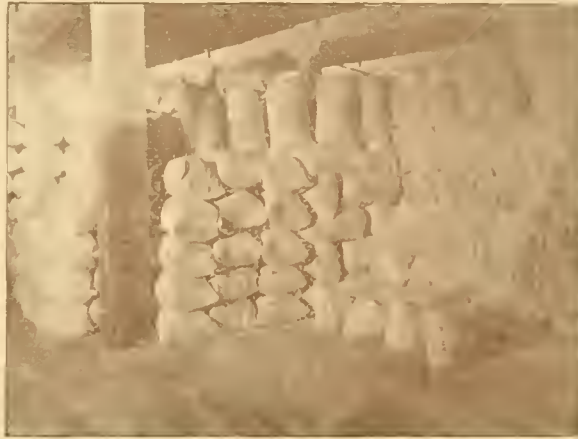
HOW irresistible has been the onward progress of the New Wisconsin and the "Garland City of the Inland Sea." Ten years ago, it was a wilderness. Now it is filled with thousands of happy homes. Ashland has developed into a city of 16,000 people and is now the metropolis of the northern portion of the state. Among the advantages which Ashland's matchless location has secured, is that of a manufacturing center. Lake Superior cities are the coming flour mill centers of the world. Although Ashland's flour industry is yet in its infancy, the following figures of the flour and grain business of this city for 1892, will give an idea of the progress made:

AGGREGATE FOR YEAR.

Flour manufactured bbls.	162,500
Feed manufactured, tons.	13,800
Feed and coarse grain sales	\$862,500
Flour sales	\$690,000

The flour mill of the Northern

Grain Co., a cut of which is reproduced upon this page, has a capacity of 500 barrels per day. The grain elevator has



WAREHOUSE NORTHERN GRAIN FLOURING MILL.

a capacity of 150,000 bushels. The annual business of the company is over \$1,000,000. The officers are O. W.

Mosher, president; J. G. Martin, vice-president, and R. L. McCormick, treasurer. Walter J. Fitch is traveling salesman. The local flour trade of the company extends all over the states of Wisconsin, Michigan and portions of Minnesota. Millions of bushels of hard wheat from the great northwest, the largest wheat producing country in the world, comes direct to the head of navigation for export and is taken from cars into mills, manufactured into flour, loaded

direct into boats for export, saving the expense of stopping enroute and manufacturing into flour and reloading into cars and re-shipping by rail to Lake Superior and into vessels.

The difference in transportation and cost of fuel, etc., to inland towns as compared with Lake Superior cities, makes a profit of itself of no small importance. Two years ago the first car of wheat arrived in Ashland to be manufactured into flour. A company of enterprising men organized at that time what is known as the Northern Grain Company, with a capital of \$200,000.



VIEW OF THE NORTHERN GRAIN COMPANY'S ELEVATOR AND FLOURING MILL.



The Evening Wisconsin.





OR years it has held the field. For years it will hold the field. With Milwaukee just twelve hours distant from all points in Northern

Wisconsin the Evening Wisconsin has come to be regarded throughout the Lake Superior country, as a local morning paper. Its circulation exceeds that of all other outside papers combined, and its state news service is better and more relied upon than any other metropolitan newspaper. The Wisconsin comes in close touch with the people and is intimately connected with the development of the "New Wisconsin."

The history of the Evening Wisconsin is almost a complete history of the state. Its venerable editor, Wm. E. Cramer, has been actively engaged in public affairs for over half a century. In the superb sunset of a long and beautiful life, he enjoys the veneration of all.

Mr. A. J. Aikens, the genial and popular business manager, has grown grey in the service, and it is not saying anything too much to say that the Wisconsin has enjoyed the shrewdest, safest and most successful business management of any newspaper in the state. The Evening Wisconsin's stronghold is its close touch with the people—even in remote parts of the state. Always ready to assist in any laudable public

says so," that is sufficient at all events. But the Wisconsin enjoys especial distinction in always securing important news first. Mr. Hermann Blyer, the active and energetic managing editor, has few equals. He knows just how to get news and every one of his army of country correspondents have often felt the influence of his encouragement in ferreting out good news, which the Wisconsin publishes every day almost exclusively. Mr. Blyer is assisted by Mr. Wm. Bowdish and his twin brother, and altogether the paper has the best staff of newspaper workers that can be secured.

The Wisconsin's circulation reaches into the thousands, in all of the towns throughout the northern part of the state. It is the messenger that keeps up the current of information from the outside world. It is character as well as the amount of their circulation that counts.

The Press is glad of this opportunity to express honest appreciation of the Wisconsin's work in assisting the northern part of the state, to attract at-



A. J. AIKEN,
Business Manager, Evening Wisconsin.

Every important event is chronicled, and the Wisconsin is always alive to the interests of its constituency, as is shown by the recent campaign in favor of removing the monolith; in the establishment of new industries,—in fact in everything that appertains to the general welfare of this part of the state.

The Wisconsin is the oldest paper in the state, running continuously under one management. It is looked upon by every country publisher as a great source of news supply or news exchange and its place at the family fireside throughout the state has been pre-eminent for years past. The country patrons have even begun to rely upon its advertising columns as a source of information, and its want columns are now used quite extensively by out-of-town folks,—in expressing the general "wants" of humanity.



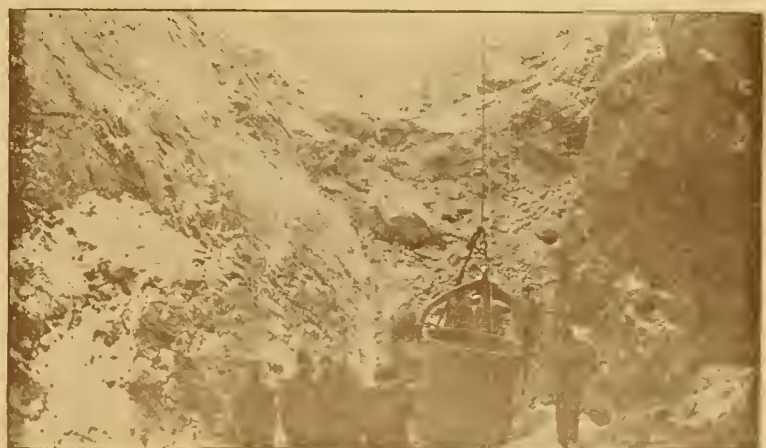
HON. WM. E. CRAMER,
Veteran Editor of the Evening Wisconsin.

enterprise, it has won friends who are intensely loyal, and if 'the Wisconsin



HERMANN BLYER,
Managing Editor, Evening Wisconsin.

tention of capitalists to its wonderful resources. The Wisconsin is one of us,



SCENE IN THE COLBY MINE,—OPEN PIT MINING.

The Lake of Butternut.

COOL, sequestered and beautiful! Such is Butternut Lake in the southern part of Ashland county. This beautiful lake is about six miles long by one mile wide, lying one and a half miles south of Butternut. It is the home of the muskallonge, of the pike and of bass, and every brook running into or out of it contains an abundance of fish.

Fine hunting grounds surround the lake. Good hotel accommodations are available, with boats and everything that comprises the outfit of a hunter or fisherman. What finer place for an ideal summer resort? Butternut was first settled by a colony of old soldiers, who hit upon this spot as the one in which to pass the remainder of their lives in peace and quietness. The town of Butternut covers 252 square miles, running east and west along the southern part of Ashland county. Its location can be seen by reference to the map on page 116 of this Annual. The town has 100 miles of good turnpike and graveled roads, and is crossed from north to south by the Wisconsin Central road.

Iron has been discovered, good hard ore, on the Michigan Mining company's property. The whole town is adapted to farming and rich farming lands can be procured from the Wisconsin Railroad company, at \$5 per acre. H. L. Besse is agent for the lands. The timber is largely hardwood. However, there is plenty of pine and hemlock, and thousands of cedar posts and ties are turned out every winter. The Ashland Iron & Steel company's kilns in Butternut use up about 10,000 cords of hard wood for charcoal every year. The

village of Butternut contains about 500 people at present. It possesses a \$20,000 public school building and has a German Lutheran school, a \$5,000 town hall, and three churches, namely, Catholic, Lutheran and Presbyterian, and many other fine buildings. There are ten schools in the town. The Butternut Water Power company has a fine flouring mill. Butternut has the distinction of having the first threshing machine ever brought into Ashland county. The town is splendidly adapted for wheat raising. A cheese factory and creamery are in operation, which shows the variety of farming operations. Butternut has three good hotels, the Butternut House, the Commercial House and the Cream City House. The town officers for 1893, are, Theodore R. Yankee, chairman; Michael Bauer,

and Albert Marth. Mr. Yankee is an enterprising young business man who is serving his second term on the county board. Mr. R. F. Goelner is town clerk, Charles Kleinstiber, treasurer, and John Russell is assessor. The members of the school board, are, Charles Bluedorn, president; H. Hauhn, vice-president, and John Merkle, secretary.

The sawmill of Nohl, Yankee & Co., has a capacity of between three and four million feet yearly. Among the leading merchants and business men, are, Herman Luebke, L. J. Bloom, Herman Zoestch, Nohl & Yankee, R. Goellner, Henry L. Besse, Fred Ziestch, Geo. Weber, F. Luellwitz, D. Spillecy.

The two cuts on this page give a faint idea of the beautiful Butternut Lake, The Chippewa, Turtle and Flambeau rivers, and seven or eight lakes within a half dozen miles of this lake, present the same features. For deer, partridge and other game, there is no finer retreat.

H. L. Besse and others will put another new steam launch on the lake this summer, and everything will be arranged to accommodate parties of any size. Butternut Lake is a great place for picnics and private camping parties.



W. G. NOHL.



HENRY BESSE, SR.



THEODORE YANKEE.



Scenes on Butternut Lake, Butternut, Wisconsin.



E. G. WILLES,
Real Estate.



T. P. WENTWORTH,
Prop. Tremont House.



A. J. MUSSEL,
Lumberman, Bayfield.



DR. H. HANUM,
Bayfield.



W. W. DOWNS,
Attorney, Bayfield.



J. F. SULLIVAN,
Sheriff Iron County.



H. H. BEASER,
County Treasurer.



HENRY DUFFY,
Register of Deeds.



R. C. MURRAY
Clerk of Court



W. J. WATTERS,
County Clerk.



J. W. CLOSE,
Mgr. Grand Opera House.



C. C. DEMING,



F. W. FRENCH,



GEO. SEL.,



L. B. ROWLEY.



RESIDENCE OF C. H. HARTLEY



RESIDENCE OF DR. J. B. WILLIAMS.

Ashland. a Health Resort.

NOW I see the secret of the making of the best persons," says the poet. "It is to grow in the open air, and eat and sleep with the earth." It needs not a necromancer, or a Meg Merrilies with fortune telling cards to foretell "long life and happiness" in the piney air of the Lake Superior region. Fittingly has Ashland the Garland City of the Inland Sea, been termed, "the beautiful city—the city of hurried and sparkling waters,—the city of spires and masts—the city nestled in bays."

"There is not in this wide world
A valley so sweet,
As that vale in whose bosom
The bright waters meet.
Oh! The last rays of feeling
And life must depart
Ere the bloom of that valley
Shall fade from my heart.

The Ashland Casino.

AMONG the new enterprises which are assured for Ashland is a Casino, which will be built by Thomas Bardon during the present season. Architects Marshall, Rider & Stockert, of Chicago, have completed the plans for a new casino building at Ashland. The casino will cover 80x120 feet of ground, be built of frame with stone foundation, have opera chairs, rolling partitions, stage decorations and furnace heat. The seating capacity of the main floor and gallery is to be about 2,500. Details of another new theater building are given on page 40 of this annual.

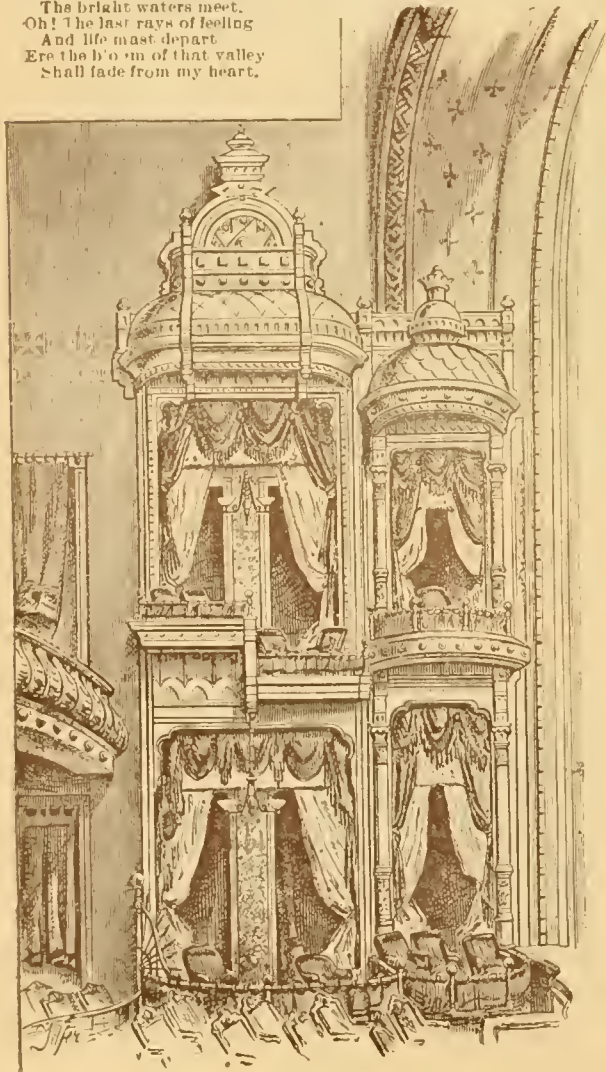
Some of the best opera companies and theatrical troupes on the road take in Ashland with Duluth and Superior, and the new opera house and casino are regarded as positive necessities.

The Song of Chequamegon.

Without, the war-les shiver in the blast,
The tortured cedars writhe like souls in pain,
Loud roars the wind, the night is falling fast,
The snow's white fingers bent against the pane.
I close my eyes the darkness drifts away,
The clouds disperse, the weary strife is done;
I see again the sunny, placid bay
And breath thy balmy air, Chequamegon.
I greet thy hills whose rocky arms enfold,
The solemn woods encroaching palat and height;
The fair isles draped in summer's green and gold,
The waves that dimple in the changeful light.
I hear the merry laugh, the sweep of oars,
The fisher-children sloping at their play,
The ripples' heat upon the sandy shores,
The birds that caroled that summer day.
Kind voices breath their praises in my ear,
True hearts beat for me, loyal eyes meet mine,
And gentle hands bring offerings, sweet and dear,
Of trailing arbutus, and the creeping vine.
Yet through the laugh and glee and music's flow,
I hear the wailing minor of the sea
Ringing its knell. Oh, blue wave, none may know
The secret thou hast shared with me!

As to Population.

The present population is estimated to be about 18,000. The city is subject to very few diseases. Winter colera which was widespread throughout the state, has not spared the city, but not a single death occurred. A portrait is given on this page, of a fine trio born in the city this winter. It is an auspicious omen of Ashland's future size and population.



INTERIOR ASHLAND OPERA HOUSE—OSCAR CUBB, ARCHITECT.



THREE OF A KIND—BETTER THAN TWO PAIR.
Prize triplets born in Ashland in 1893.



INTERIOR PHOTO STUDIO, S. W. BAILEY.

The City of Hayward.

well has he accomplished his task. The company was organized in 1892, and once in operation, employed over 300 men, and now has an annual cut of 40,000,000 feet of lumber, 10,000,000 feet of lath and 12,000,000 shingles. The yards and mills, band and circular saw mill and planing mill cover forty acres. The entire plant is lighted by incandescent electricity. In winter the company runs a half dozen logging camps.

Among other institutions in this city, is one of the largest hospitals in the state. The city has fine public schools. The Sawyer county bank, of which R. L. McCormick is president and J. H. Cole is cashier, is rated very high. And last Hayward has a newspaper, edited and controlled by Scott & Bunker, who are among the brightest young men of their profession.

Mr. McCormick is division commander of the Sons of Veterans for the state and is very popular in other orders.



LAKE SUPERIOR cities are noted for their hustling preclivities. The city of Hayward is no exception. Situated about forty miles to the southwest of Ashland on the C. St. P. M. & O. railroad, Hayward has good railroad connections with Ashland as a shipping port, and with the Twin Cities further west and south. It is the county seat of Sawyer county, with some of the finest tim-

ber in the statesurrounding it. Hayward is essentially a lumbering city. Among its leading institutions is the North Wisconsin Lumber company which owns vast tracts of pine land in the north part of this state. Frederick Weyerhaeuser, the famous Rock Island lumber king is president, W. G. Norton of Winona, vice president, and R. L. McCormick, one of the best known and most prominent citizens of Hayward is manager. To Mr. McCormick has been left the task of building up an industry in a hitherto undeveloped region, and right



LATH BED AND YARD OF NORTH WISCONSIN LUMBER CO.



PLANING MILL, NORTH WISCONSIN LUMBER CO.



MILL AND ENGINE HOUSE, NORTH WISCONSIN LUMBER CO.



COURT HOUSE SAWYER COUNTY, HAYWARD, WIS.



INTERIOR SAW MILL, NORTH WISCONSIN LUMBER CO.



PART OF YARD, NORTH WISCONSIN LUMBER CO.



 2nd Regiment U. R. K. of P.



THE "Uniform Rank" is the highest rank attainable in the order of Knights of Pythias; and was established by proclamation of D. B. Woodruff, S. C., at the

10 Annual Session of the Supreme Lodge held at Indianapolis, August 28, 1878.

The Rank is composed of Divisions, Battalions, Regiments, and Brigades; all of which constitute the Pythian Army, under command of a Major General, and the Supreme Chancellor, who is during his term of office Commander-in-Chief.



M. J. HART,

Col. Commanding 2nd Regiment

INAUGURATION OF THE UNIFORM RANK IN WISCONSIN.

Upon the 22nd day of June, 1883, the issuing of a Warrant for a Division to be instituted in the state of Wisconsin, was authorized. Upon the 16th day of the following August this said warrant was issued, and upon the 1st day of October, 1883, Racine Division No. 1, located at Racine, Wis., was duly instituted; this was the first division, in Wisconsin, and the birth of the U. R. in this state.

PROGRESS OF THE RANK.

Notwithstanding that the instituting of Division No. 1 took place in the last quarter of the year (1883), Milwaukee soon followed. Milwaukee

Division No 2 was instituted December 8, 1883. Four new divisions were instituted in 1884, two in 1885. From 1885 to the middle of 1888 the Rank was practically dead in Wisconsin, and we are proud to say that young Ashland was the first to come to the rescue, upon July 26, 1888, Geo. B. Shaw Division, No. 9 located at Ashland, was instituted and three more divisions followed in less than a many months: Two were instituted in 1889 and nine followed in 1890. This brings us up to the formation of the Wisconsin Brigade, but before we commence on the Brigade we would like to say a few words about our local division. Our home division was instituted July 26 1888, by Major-General Carnabam in person, assisted by Geo. B. Shaw, P. S. C., and although it started out under the most favorable auspices, its life was very brief, and for about a year and one-half was considered a dead division, but the Sir Knights of Ashland could not allow a slur to be thrown upon either their own state or city, and when the Supreme Lodge K. of P. of the world was to meet for the first time within the borders of our state, they got together once more, and agreeably surprised the Wisconsin Brigade by their appearance as a full division, and from that time to the present day it has been steadily increasing, and now it includes among its members some of the best business and professional men in our city. The report for year ending February 19, 1893, presents a very satisfactory showing, during which time the division was under the command of S. K. Capt. C. A. Lamoreux.

At the last annual meeting the following officers were elected: S. K. Captain, T. C. Smith; S. K., First Lieut. H. H. Ginsburg; S. K. Second Lieut., F. W. French. The division meets for drill every Saturday at 4 p. m.

ORGANIZATION OF WISCONSIN BRIGADE.

It was not until May 21st, 1890, that this state could boast of a Brigade organization. Up to that date, every Sir Knight in Wisconsin belonged to the First regiment, which included twenty-three divisions, and to no man more than Col. H. A. George is the credit of its formation due. He spared neither pains nor money to accomplish this praiseworthy object, nor did he rest until he was able to wire the Sir Knights at Superior, who were anxiously awaiting his message from Milwaukee. "You now belong to the Second battalion."

The twenty-three divisions were divided into the First regiment, and the second and third battalions.

The following were the first elective officers of the new battalion:

H. A. George, of Superior, Lieut. Col.; M. J. Hart, of Ashland, Major; John Madden, of Ashland, Surgeon; Rev. C. S. Starkweather, of Superior, Chaplain.

Col. George again saw a field for his labor, and at once commenced the resurrection of the dead divisions and the adding of new ones to his battalion, and he succeeded so well that in a short time, he restored two and added three new ones, thus entitling the Battalion to become a regiment, which was duly instituted as such, by Brigadier General Halsey, assisted by his staff, on July 30, 1892, when Lieutenant Colonel George and Major Hart were elected colonel and lieutenant colonel respectively Capt. E. B. Morley, of Rhinelander, was elected major.

Owing to a pressure of private business, Col. George, (who is also Grand Chancellor of Wisconsin) resigned the colonelcy, and at a special meeting



C. M. GARDNER,

Adjutant Second Regiment.

called for the purpose of filling the vacancy. Lieutenant Colonel Hart was elected to that office, and Major Morley and Capt. J. J. Atkinson were elected lieutenant colonel and major respectively. Col. Hart made only one change in his staff. Adjutant L. D. Newton having resigned his position, he appointed Sir Knight C. M. Gardner, of Ashland, as adjutant of the regiment. The Colonel and Adjutant have transferred all the property of the regiment from Superior to Ashland, its new headquarters. Adjutant Gardner has taken hold with his usual energy, and he says that if the Second regiment U. R. K. of P. will not prove the best in the state, it will not be his fault.

Ashland, the City of Homes.



HERE are few cities in the United States better equipped with the necessary facilities for making homes comfortable and pleasant. Our grand system of waterworks afford an endless supply of water; our elegant system of street railway is equal to any electric system in the world; and our lighting plant, both electric and gas, is extensive and equipped with the best methods and latest improvements. These and other public conveniences permit our citizens to enjoy all the comforts of modern homes. There is no reason why Ashland should not be one of the most beautiful and healthy, as well as most prosperous cities in the northwest. Although the brownstone industry has become one of leading importance to this part of Wisconsin, it is still in its infancy. The time will come when our quarries will give employment to thousands of laborers, and require the use of immense capital. It is one of the many industries that will gain in importance rapidly, as the beautiful building material gains favor with the people. Brownstone leads all other stone in richness and durability.

J. A. Pettingill, of Iron River.

A RESUME of Iron River would not be complete without a reference to the active efforts of Mr. J. A. Pettingill the original owner of the townsite. A year ago he was the single representative of Iron River in the DAILY PRESS annual. The town was then not platted or surveyed. Now he devotes his entire time to his real estate and property interests, and in building up the city. He is selling every day a large amount of property, and always makes every sale with a view of helping the interest of the town.

Drummond's Addition to Iron River.

THIS addition contains some of the most desirable residence lots in the town of Iron River, being located north of the Lea & Ingram company's large saw mill, and only twenty rods from the Northern Pacific railroad depot, it is sure to attract the attention of people coming to Iron River in search of a home in this thriving inland city, as it already has some who now live here and have bought lots intending to build fine residences on them the coming season. The Iron River runs through this property, going in a northerly direction down past the S. F.

Staples Lumber company's mill, which is but a short distance away, in a northerly direction. Near the point where the river crosses the northeast corner of this addition, there is a splendid place to put in a dam with little outlay, and sufficient flowage above to make a first-class mill pond, with an excellent site for a mill on the west side of the river just north of this addition, and there is no doubt that in the near future there will be a large saw mill located on this site, as it is the only available mill site on the west side of the Iron River, and at this time there is over one hundred million feet of standing pine timber tributary to this point, owned by homesteaders and speculators, not one foot of



INTERIOR I. O. SCHWAGER'S CLOTHING STORE.

it being owned by any mill company. Sooner or later this timber will all be cut and brought here to be sawed into lumber, piled and shipped all over the country, giving hundreds of men employment and means to support their families. It means increased prosperity and an increase in the population of the town of Iron River, with a doubling and trebling of the value of property in Drummond addition, which is certain to follow this result. Besides, there is plenty of room and excellent opportunities for numerous other industries, such as machine shops, box and chair factories, pulp mills, etc. On the west side of the river the land is very level and dry and commands a splendid view of the town. All along the banks of the river are springs from which pure water flows continuously, cold and clear as crystal. A great deal will be done during the next season to improve this property, and all persons desiring a really beautiful location on which to build a good residence, will do well to take a look at

Drummond addition, and satisfy themselves. They will never regret it.

Val Blatz Brewing Company.

OF all the beverages that are manufactured in the northwest, there are none better known or more popular than the fine table beers of the celebrated Val Blatz Brewing company, of Milwaukee, Wisconsin. This company has found such an extensive sale for its superior beverages that agencies have been established at convenient centers of trade from which the demand may be supplied. The agency for this section of the country is controlled by Mr. Hans Vogel, who is well and popularly known as a business man and citizen of the highest standing. His office, cooler and storage house are near the union depot, on the Wisconsin Central railroad. Here a very large business is done. The cooler has a capacity of three carloads, and an average of two carloads of keg and bottled goods are received weekly from the breweries in Milwaukee. A specialty is made of the bottled goods trade, which is very extensive in such well known and popular brands as Val Blatz's "Tivoli," "Imperial," "Weiner," "Private Stock," and "Munchener." Mr. Vogel has a large trade in Ironwood, Michigan. This agency was established in 1888.

Hans Vogel is a young and progressive business man of great activity and highest standing. He was born in Germany and has been with this company eight years. He started the agencies at Duluth, West Superior and Bessemer, and is very popular with all who know him.

During the year 1892 the Ashland branch of the Val Blatz Brewing company sold 25,193 barrels and 19,512 cases of beer, making a business of over \$250,000 for the twelve months prior to Jan. 1, 1893.

From this office the business is managed as far south as Colby, and northwest to West Superior and Duluth, and throughout the Mesaba and Gogebic ranges.

Ashland Foundry Company, Ashland, Wis.

THIS company was organized the 25th of April, 1892, by Messrs. Paul Nordstrom and Nels E. Roen, the proprietors. This shop is a very fine one, laid out economically and with great convenience, roomy, well lighted and with its own water supply. When fully completed in detail, it will be the best shop in the city. The foundry has a floor space of 2,500 square feet; the smelting room, where the cupola, brass furnace and boiler as placed, have 950 square feet; the cupola has a capacity of smelting six tons of iron in ninety minutes; the machine shop has 1,250 square feet and the pattern shop 640 square feet; a store room, 18x20, and the office, 14x20, all under one roof. It has a splendid location between the Milwaukee, Lake Shore & Western and Wisconsin Central Railroad companies' ore docks, on the corner of St. Clair street and Fourteenth avenue east, with their tracks in front of the shop.

Ashland's Box Factories.



USTILE and energy is the characteristic of the New North. Ashland's 16,000 people are impressed with this idea—thoroughly so. With

oceans of hardwood timber, of pine, spruce, hemlock and all the evergreen varieties, what better location than Ashland for a box factory? An enterprising New York company has seen the advantages of this location and in March, 1893, located a plant at Ashland.

The E. H. Barnes Co., of New York, established a large box factory in Ashland in March 1893. The company is one of the largest corporations in the business. Besides the Ashland factory the company has factories at Rouse's Point, New York City, on Lake Champlain, at Pottsdam, N. Y. and other places. The company has leased the Doherty plant. All kinds of box "shooks" will be made in the city of Ashland. F. E. Rogers is manager and W. H.

season is over the business will be so enlarged that it will have the largest pro-



E. H. Barnes, Pres. Barnes Box Co.

It is intended to build an addition during the coming summer, so as to be able to handle business for several of the largest shippers in Chicago. The "shooks" are found to be the most convenient method of manufacturing boxes.

Mr. E. H. Barnes is the pioneer in the box "shook" business, having first established the industry some twenty years ago. He thoroughly understands all the details of the trade on a big scale. The "shooks" are the ends, sides, tops and bottoms of the boxes, ready to put together. The Barnes company's extensive business thorough the east, will make it an easy matter to dispose of their product as rapidly as it can be turned out. Mr. F. E. Rogers the manager has also had many years experience in the business, and they say they will ship out from three to four cars a day and use all the box material that can be furnished on the Chequamegon bay and this immediate vicinity. Mr. Barrows the superintendant is one of the most practical men in the business and will make the factory a paying institution from the start. The plant has all the latest machinery and will run both night and

day during the summer season, and will be in operation twelve months in the year. Having the advantage of cheap material and low lake and rail rates to the eastern market, they will undoubtedly have the largest product of any box factory in this district.



F. E. ROGERS
Mgr. Ash. Box Factory.

Barrows superintendent at Ashland. Eighty men will be furnished constant employment the year 'round. About 80,000 feet of lumber will be used per day. This company is a branch of one of the largest box factories in the United States. The men in charge were favorably impressed with Ashland and without doing any unnecessary talking, made the deal with Capt. Doherty. Ashland is considered one of the finest locations in the United States for a box factory, and the gentlemen interested consider themselves fortunate in securing the site. The site chosen has good dockage facilities, and it is expected that before the



ASHLAND BOX FACTORY.

duction of any box factory in the country. Messrs. Rogers and Barrows are located in the city.

The industry is a new one in Ashland, but it promises to be very profitable. It utilizes what has heretofore been almost waste material and develops into a flourishing trade what has hindrance to the lumbering trade. The new factory is located upon the belt line and has every facility at hand for prompt shipments.



W. H. BARROWS.
Supt. Ashland Box Factory.

The lumber is growing so scarce and expensive in the east that most of the factories will have to move west.

Another Box Factory to be Established.

ONE industry brings another. In a few weeks another box factory will be in operation in Ashland. Messrs. Jacques & McMahon have completed arrangements for putting in a large plant here. They are to manufacture boxes by a new patent—stamping them out by a dovetail or mortise process which does away with all waste, and they can make small boxes almost cheaper than the same sizes can be furnished in paste board. The new factory already has orders enough to run them for some time and it will be a success.



JOHN FRIEND,
Conductor M. L. S. & W. Ry.



JOHN WALL,
Conductor M. L. S. & W. Ry.



ED. CLEARY,
Conductor M. L. S. & W. Ry.



HENRY J. FRICK,
Conductor M. L. S. & W. Ry.



J. B. CARLIN,
Grand Chief Con., Ash. O. R. C.



WM. A. BFDNER,
Conductor Central Line.



JOHN MCKIE,
Conductor Central Line.



CHAS. H. FARMER,
Conductor N. P. R. R.



W. W. WOLCOTT,
Conductor Central Line.



WM. HITTER,
Conductor Central Line.



J. E. KELLOGG,
Trainmaster, Central Line.



R. E. HOLSTON,
Ticket Agt., Central Line



NOAH W. GRAY,
Manager Ash. Iron & Steel Co.



J. W. CORIA,
Supt. Central ore dock.



JAY P. MCDERMOTT,
Real Estate & Insurance.



CAPT. J. F. PATRICK,



W. J. ARMSTRONG,
Livery.



T. L. KENNAN,
Owner Kennan's Addition.



BEN S. LUCAS,
Manager Commercial Hotel.



N. C. ROONEY,
Wholesale Liquors.

Ashland and its Commerce.



LAST years are a safe criterion of the future. Ashland has grown from nothing to a city of 18,000 people in ten years. With the growth of population, Ashland's commerce has increased in a corresponding proportion. The record of Ashland in regard to the commerce of the Great Lakes is one that gives it rank with the upper ten of commercial cities. The grand total for 1892 is stupendous. The vast increase is more easily comprehended when given in comparison with the totals of previous seasons: In value it is as follows:

1892.....	\$35,572,876
1891.....	31,748,000
1890.....	29,238,540
1889.....	21,257,678

The value of commerce, it will be seen, has nearly doubled in three years.

The number of arrivals and departures for Ashland for 1892, gives one a very good idea of the great magnitude of the commerce.

ARRIVALS AND DEPARTURES.

Lake Shore Docks.....	1626
Wisconsin Central Ore Docks.....	1040
Lumber Vessels.....	1006
Merchandise and line boats.....	2615
Miscellaneous freight.....	1423

Grand Total.....7104

This is an increase of 2,105 arrivals at the port of Ashland over 1891.

On Pages 48 and 49 of this book are found the official figures for the ore shipping. Besides the regular ore, lumber, and ordinary merchandise vessels, four regular lines of passenger vessels make Ashland. They are the Lake Michigan and Lake Superior Trans-

portation Co., the Lake Superior Transit Co., the Ward Line and the South Shore Transit Co. In addition, a large number of other vessels touch at this port, often remaining a few days, such as the revenue cutter, Andy Johnson and others. Rockefeller's steam yacht Peerless, one of the finest vessels to be found on salt or fresh water was at Ashland several days last year, coming direct from New York.

LAKE SHIPMENTS FOR 1892.

Iron Ore, tons.....	2,227,407
Lumber, feet.....	285,000,000
Brownstone, tons.....	450,000
Pig Iron, tons.....	40,000
Grain and flour, bbls.....	200,000
General Mdse., tons.....	10,000
Brick.....	1,500,000

This is a gain on the average of 75 per cent over 1891. By comparison of the government official figures of the past with those of other lake cities, it will be seen that Buffalo ranks first on Lake Erie, Detroit on Lake Huron, Chicago on Lake Michigan, and Ashland on Lake Superior. As for tonnage, this city ranks seventh among the shipping maritime ports of the world.

RECEIPTS BY LAKE.

Coal, tons.....	575,000
Salt and Cement, bbls.....	70,000
Stucco, Fire-clay, etc., pounds.....	400,000
Oil, bbls.....	30,000

By comparison with the official figures of passages at the St. Mary's Falls canal, page 50 it show that out of a total number of 12,580 passages, Ashland had 7,104—about sixty per cent of the total business of Lake Superior.

According to the United States official census of 1890, Ashland is the third largest shipping port on Lake Superior. This means commerce, and as Thos. Carlyle says, "It is Commerce that makes cities."



KEST-OWEN LUMBER COMPANY, DRUMMOND, WIS., SCENE AT NOONTIME.



JUDGE J. W. COCHRAN.
President Keystone Lumber Company.



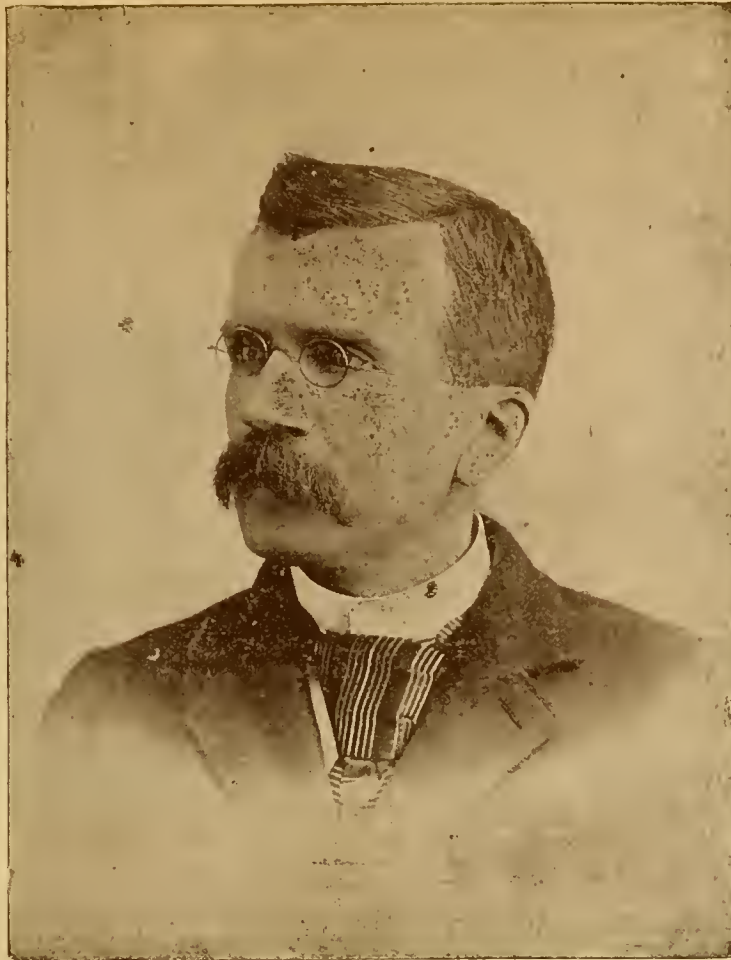
TUG KEYSTONE.
Owned by Keystone Lumber Company.



HON. A. M. KIMBALL.
Firm of Kimball & Clark.



THEO. H. BUNKER,
Hayward Journal-News



BYRON J. PRICE, OF HUDSON, WIS.,
President National Editorial Association.



OTTO ELANDER,
Ashland Frihet.



E. J. SCOTT,
Hayward Journal-News.



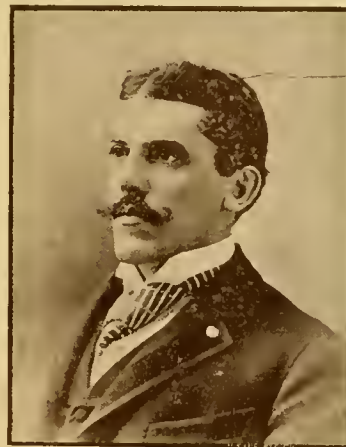
F. W. SACKETT,
Phillips Times.



J. W. SACKETT,
Fifield Advocate.



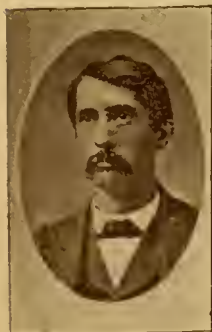
H. M. YOUNG,
Pres. Wis. Editorial Ass'n.



C. S. OSBORN, "SOO" NEWS.



CLARENCE SNYDER,
Ashland News.



DAVID GOUDY,
Hurley Miner.



S. D. GOODELL,
Hurley Miner.



F. B. HAND,
Hurley Tribune.



CLARENCE DENNIS,
Ashland Daily News.



The Ashland Daily Press.

SOME degree of delicacy must be inferred when a newspaper speaks of itself. But the PRESS has been so closely identified with the growth of the "Garland City" from the early days, that its history must be given to complete the chronicles made year by year in its "Annual Edition." The PRESS was established in 1872 by H. O. and Sam. S. Fifield. The latter assumed charge shortly after, and continued actively in the business until June, 1889, when it was sold to the present proprietor. The DAILY PRESS was established in 1888. Some reminiscences of the early days might be interesting—when it was impossible to count on trains or boats at regular intervals. Then the news of the outside world had to be picked up the best way possible. The early files show that the PRESS enjoyed the dis-



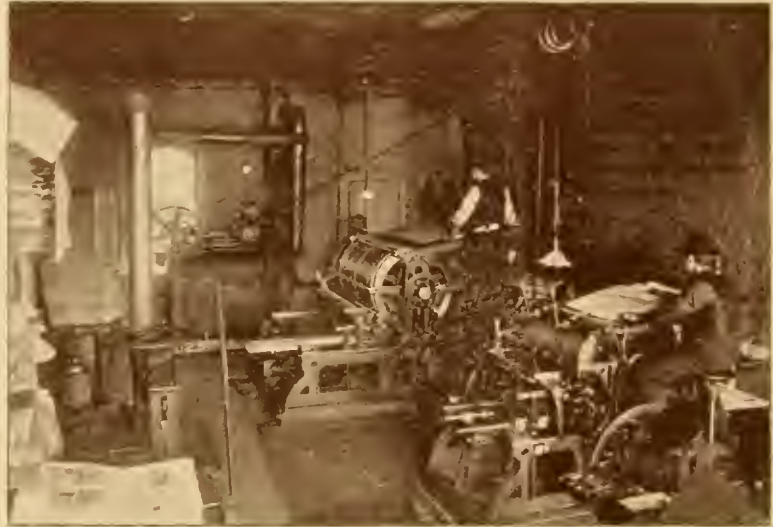
A GLIMPSE OF THE DAILY PRESS EDITORIAL DEN.

tion of occasionally printing an edition on store wrapping paper, and even wall paper was used in one emergency. But the files show a wonderful record. City improvements, no matter how trivial—were faithfully recorded. The village looked upon its pioneer newspaper as an oracle of no small power. From its birth the PRESS begun sounding the glories of Ashland, and its founder attained fame as the champion of the "New Wisconsin," and it is remarked confidentially, that his faculty in telling good-sized realistic boom stories on Ashland, has not been equalled.

From a small edition, the PRESS now has a large circulation, and in times past the editor and proprietor filled nearly every position on the paper—ex-

cept the omnipresent devil. Now there is a pay roll that includes thirty-five persons. On this page we give a glimpse of the editorial sanctum, the news composing room and the press room. All of the work on this elaborate edition was done in this little office, and part of the time a night and day force worked steadily getting it out. In mentioning the PRESS we must include those who helped to make it what it is today. Aside from the "old man," there is Will H. Chapple, business manager; Guy M. Burnham, city editor; W. L. McArthur, cashier and superintendent; John C. Chapple, superintendent of circulation; John O. Hall, foreman job room; Horace Ryder and Merton Moore, job room; Ben. F. Shallbetter, foreman press room; Charlie Lose, George Lewis and John Johnson, press room; Frank H. Bell, Homer Lesperance, Miss K. Dolan, Richard P.

Haley, S. Harry Higgins and John Fitzgerald, in the news composing room. The PRESS force feels like a great, big family, and the "old man" wishes to state that it is an aggregation of hustlers not equalled, and nearly all have held positions in the office a number of years. There are others, too, that have an important connection with the general



THE "ANNUAL" PRESS ROOM—SHOWING TWO CRANSTON PRESSES.

growth of the PRESS, and, in the noon-tide of its prosperity we can never forget its founder, who has done so much for the city in years past.

During the past year the PRESS purchased two Cranston cylinder presses, through Marder, Luse & Co., and we do not hesitate in saying that they are the best presses made. Messrs. Webster & Brandtjen, of St. Paul, the able managers of Marder, Luse & Co.'s branch house furnished the type and material.

The paper for this edition was purchased of Jas. H. Bishop & Co., Minneapolis. They are especially popular with the newspaper trade. The Standard Paper Co., of Milwaukee, furnishes the bulk of commercial stock.

It is not wealth, nor rank, nor state,
But get-up-and-get that makes men great.
—Rudyard Kipling



THE "ANNUAL" COMPOSING ROOM.

Summer Resorts & Fishing Grounds

OF NORTHERN WISCONSIN AND MICHIGAN,

On Line of Milwaukee, Lake Shore & Western R'y.



ASHLAND is the northern terminus of the Milwaukee, Lake Shore & Western railway. It is beautifully situated on Chequamegon Bay at the head of Lake Superior, the cities of Washburn and Bayfield being on the opposite side of the bay.

Facts of Interest to Tourists and Sportsmen.

Gogebic Lake, Mich., Nature's Sanitarium.

Gogebic Lake is located in the Upper Peninsula of Mich. Gogebic Station, 309 miles from Milwaukee and 394 miles from Chicago. The lake is five miles from the station and is reached by stage over a good road cut through a dense forest. This drive of one hour through the wilderness is most enjoyable and romantic, at the end of which the hotel

reactions are followed, lasting benefit and a possible cure to those afflicted with throat or lung troubles. A never-failing tonic for the careworn brain and the exhausted nerves. This remedy is not related to the patent medicine nostrums which have "to be well shaken before taken." The fact that the rest or health seeker is here free from the annoyances of the fashionable resort makes this remedy which nature's infallible chemist has furnished, doubly



FISHING SCENE AT EAGLE LAKE, NEAR EAGLE RIVER, ON M. L. S. & W. RY

It is very appropriately named the "Garland City of the Inland Sea." In the entrance to the bay from Lake Superior, stand like sentinels the Apostle Islands (twelve in number) picturesque, grand and beautiful. Madeline, the largest and most prominent of the group, has been made famous in history by that heroic priest explorer, Father Marquette. On this island the old church still stands, also the moss-covered gravestones with their quaint inscriptions. These beautiful and attractive surroundings, and the tonic of the cool, pure air of this locality, make Ashland a summer resort of great popularity.

It is well supplied with good hotels: the Chequamegon, overlooking the bay, the Hotel Knight and the Colby House.

and cottages come suddenly into view, with the lake just beyond.

Gogebic Lake is a body of clear, cold water, of good depth, and fed by springs and streams flowing into it from the surrounding hills, which are heavily timbered with pine, hemlock, cedar, balsam, tamarack, fir, maple, birch, etc. The lake is fifteen miles long and from one and one-half to three miles wide. It is only twelve miles distant from Lake Superior, an unbroken forest lying between the two; 1,400 feet above the ocean level and 900 feet above Lake Superior. It is difficult to imagine a location and surroundings which would be a better guarantee of a pure, invigorating, forest-impregnated and health-giving atmosphere than this. It is a prescription ready prepared out of nature's laboratory, sure to cure hay fever, give immediate relief, and if di-

effective, the rest more rapid, the cure more sure.

We do not ask you to accept these statements without supporting evidence, and to that end ask you to read the following opinions expressed by physicians and others who have been patrons of this resort:

"St. Louis, Nov. 5, 1890.

"I have spent part of several summers at Gogebic Lake, Mich., which is the best endorsement I can give it. Cold, bracing, climate. There can be no doubt of the complete purity of its atmosphere, since there is nothing within leagues of the hotel to breed contamination, only the untainted lake and the primeval forests. Yours truly,

CHAS. A. TODD, M. D."

"CHICAGO, Ill., Dec. 19, 1890.

"To those who suffer from hay-fever, or asthma, and are obliged during the

summer months to seek a place where they can be free from its torments; to those who find it necessary to rest a while from the cares and anxieties of business and refresh both body and mind, and to those who need not for either of these reasons to leave home, but love the excitement of shooting and fishing in a quiet spot and way, I can recommend Gogebic as a place where the conditions exist to satisfy the needs of the invalid, the careworn and the pleasure seeker.

"The management of the hotel is excellent. Every attention is paid to the comfort of the guests, and the table abundantly supplied with whatever is in the market at Milwaukee and Chicago. W. C. HUNT, M. D."

"St. Louis, Nov. 17, 1890.

"For those who seek a quiet place where they may obtain rest of mind and body, away from the claims of 'Fashion,'

your line and at Gogebic Lake, and I am happy to say that I obtained entire and immediate relief.

"I believe that the climate near Gogebic Lake is the best in the world for hay-fever people and to those who enjoy good fishing, as I do, there is no danger of the time hanging heavily on their hands. Yours truly,

"RICHARD VALENTINE,
(Valentine's School of Telegraphy.)

"CHICAGO, Ill., Dec. 27, 1890.

"I take pleasure in speaking favorably of Gogebic Lake as a resort for hay-fever sufferers. I have tried all of the 'Exempt Regions' in this country from California to the White Mountains. My experience last year was that I got complete exemption. This lake is favorably situated, is far enough north, is surrounded by dense forest, is easy of access, has a good hotel. I think those wishing a quiet time and good fishing will do well to try it. Respectfully,

"G. W. STANFORD,
(Lawyer, First National Bank Building)

"NASHVILLE, Tenn., Dec. 15, 1890.

"I have been a victim of hay-fever for more than twenty years. I know of no relief save

ble for rowboats a distance of two miles, from which point Judson Falls is easily reached by a short trail. Ladies and children may take this trip to the falls and enjoy its romantic beauty, without fatiguing or danger. In the river below the falls many large brook trout (2 1-2 to 4 lbs.) have been taken. Above the falls it swarms with smaller trout and can be fished a distance of from six to eight miles.

Other streams tributary are Tront Brook, two miles from hotel, Six Mile Creek, Merriweather Creek, all excellent trout streams. The outlet is the Ontonagon River with its many branches all abounding in trout.

The Rev. Robert McIntyre, of Grace M. E. church, Chicago, in an interview granted the reporter of the Chicago Inter-Ocean, said of Gogebic:

"I have traveled on four continents, America, Europe, Asia and Africa, on no lovelier vision have I rested my eyes.



ON TWIN LAKES, FOREST COUNTY, M. L. S. & W. RY.

Gogebic presents advantages not possessed by many, while for the invalid and those suffering from exhaustion of the nervous forces, the purity and invigorating character of the atmosphere exert a beneficial effect. Its altitude, 1,400 feet above the sea level, and the fact that it is surrounded by pine and hemlock forests, indicate that those who have pulmonary troubles may expect to derive great benefit from a visit to its shores. The victim of hay-fever also will there find a certain immunity from his annual attack, as I have seen in several cases, and can personally testify. Yours very truly,

D. C. GAMBLE, M. D."

"JANESVILLE, Wis., Dec. 8, 1890.

"I have spent hay-fever seasons in Minnesota, North Dakota, Mackinac Island, Mich., and Quebec, but at all of them I failed to obtain entire relief.

"The seasons of 1888, 1889 and 1890 I spent in Northern Wisconsin, along

flight to an exempt region. In 1886 and 1887 I took refuge on Gogebic Lake at the delightful hotel then kept by Mr. Haviland. I found complete relief from my malady, a charming well-kept hotel, and the best black bass fishing I ever saw or hope to see. I hope to have the pleasure of at least another season there. Truly yours,

"HORACE H. LUTON,

(Judge Supreme Court, State of Tennessee.)

"I find Gogebic, Mich., not only to be the best place I have yet found for my hay-fever and asthma, both vanishing in a few hours after my arrival, having tried it for two successive years, but also to abound in the finest black bass fishing it has been my experience to find anywhere.

"Yours truly, CHARLES H. LESTER, M. D.,
405 and 406 Rialto Bldg, Kansas City, Mo.

Gogebic Lake is not noted alone as a health resort, but also for its most excellent black bass and brook trout fishing, not only sufficiently good to furnish healthful out of door recreation, but the true fisherman, the honored disciple of Izaak Walton, will here rest his soul and be satisfied.

The principal tributary to Gogebic is Slate River, a charming stream naviga-

"It is indeed a place to refresh the jaded faculties and restore the wasted energies.

"Find me a man who has had a gripe or from some other cause needs a bracing up, I prescribe a two weeks' holiday in the lake region of Northern Michigan. Give him a rod in his hands with a black bass dangling from the other end, I guarantee he will receive more electricity into his system in ten minutes than he would were he to hold the handles of the strongest battery for an hour.

"The ripple of a brook over its pebbly bed heals, soothes and comforts me. A ride of five miles from the lonely station through a dense forest brought us to the loveliest lake it has ever been my lot to see. The lake in many respects looks like the Sea of Galilee. It is about the same in size, color and general outline. The Galilean hills, however, are bleak and nude, blattered ledges of limestone. The vineyards, olive groves and fig orchards spoken of in Bible story are all gone. The naked limestone takes the precipitate downpour of the tropical eastern sun until the eye aches. Not so with Gogebic. Around this lake the hills are bolder and are clothed with greenery to their very crests.

"The water is as clear as mountain dew; its depths as blue as a Saxon baby's eye. It is walled with forests of sombre pine and silvery birches, which overleap the crystal lake and duplicate every leaf in the mirror below. Over

all arched the clear azure of a northern sky. Breezes, laden with the medicinal balsam of hemlock and spruce, cuff the waters into glancing ripples. Deer come down to the water to drink. At our al fresco dinner on the shore at Six-Mile Bay we gathered wild roses to decorate our woodland feast and plucked the wild strawberries from the vines growing close at hand. A more idyllic spot could not be conceived by an artist or imagined by a poet.

"The creeks running into the lake thread the gloomy pine woods with veins of pure, cold water, literally swarming with brook trout. It is the only place where my soul has been satiated, and I gave up fishing only when too tired to take any more—satisfied with love of sport. Judson Falls, just two miles distant from the hotel, is a sight worth the whole trip.

"The hotel is a home-like, restful, cool retreat—just the place for shucking yourself out of everyday worries and loafing in indefinite rest. A good table, cheerful service, soft, clean beds, the sweetest silence, make this a place to refresh the jaded faculties and restore the wasted energies. I shall certainly return there when I can again steal away. A trip there gives a renewal of life, vigor and energy. If you find any fellow who is a little run down in these hot days tell him to go to Gogebic."

The hotel and cottages will continue under the management of Mr. G. P.

through the woods to reach the best trout waters, need never fail of bringing in a string of fine trout. Accommodations here are ample at reasonable rates. Good guides can always be secured on short notice.

TWIN LAKES, IN NORTHERN WISCONSIN.

North Twin Lake comes next to Gogebic in point of comfortable accommodations, and is located five miles east from Conover Station, which is ten miles north of Eagle River, 275 miles from Milwaukee, and 360 miles from Chicago. The lake is reached by a good road from Conover, passing the entire distance through the forest, charming in its wildness. A comfortable conveyance (canopied buckboard, not a lumber wagon) carries passengers from the station, to the home of the Twin Lakes Fishing and Hunting Club, on the west bank of North Twin, which, previous to 1891, was known as "Crosby's Re-

level ground on which the buildings are located, and from which a magnificent view of the entire North Twin Lake is to be had.

North Twin is five miles long and from one to two miles wide, averaging from 20 to 30 feet in depth with numerous rocky or sand bars over which the water is from 4 to 10 feet deep, the water beautifully clear, the shores heavily timbered and high.

South Twin is about two miles each way and nearly round. It is connected with North Twin by a short thoroughfare (3 or 4 rods long). Like Gogebic, these lakes are surrounded by many miles of dense forest. It is 30 miles southeast of Gogebic and is scarcely second to that famed resort in the relief it affords those suffering from hay-fever, throat and lung troubles. Some of the cures experienced here have been truly wonderful. The nerveless, brain-weary, overtaxed devotees of business will here



BRIDGE BETWEEN CONOVER STATION, ON M. L. S. & W. RY., AND TWIN LAKES, FOREST COUNTY,

McAdam.' To those who have enjoyed his hospitality this simple announcement is a sufficient guarantee. Terms \$2.50 per day or \$14 per week; special terms to families or those staying a month or more. A fine fleet of rowboats and a steam yacht, under Mr. McAdam's management, and all at the service of the guests for a reasonable charge. Live bait always on hand, for which a small charge is made. Guides can also be furnished. Stages meet all passenger trains from the south.

WATERSMEET, so-called from its being located at a point where the waters on one side flow north into Lake Superior, and on the other south into the Wisconsin River, is noted among sportsmen for its brook trout fishing. It is here we reach the branches of the Ontonagon River, the most famous trout waters in the entire northern region. The fisherman who is willing to go a reasonable distance (say not to exceed 5 miles)

sort," the land and buildings having been purchased by the club in the winter of 1891, and several thousand dollars expended, for the better accommodation and comfort of its members and guests. Although owned and managed by the club, it is open the entire season (from June 1 to Nov. 1), not only to members, but to all who may desire to avail themselves of the opportunities here afforded those in search of health or recreation. The buildings here consist of several four-room cottages comfortably furnished. The dining-room is in a separate building, as is also what is called the "Assembly Room," with office attached. In this large room the guests assemble in the evening, tell of the day's exploits or find amusement in various ways, frequently in the impromptu dance.

The location is all that could be wished, the bank rises from the lake 25 feet, at an angle of about 45 degrees, to

find not only the rest and recreation they so greatly need, but also vitality, vigor and restored health. As a fishing resort it has no superior, for the sportsman or for the man or woman who fishes simply as a pastime. Here and in the adjacent lakes, mentioned later, is found that king of fresh water fish, the lordly muskallonge, also in abundance black bass and wall-eyed pike.

The muskallonge of North Twin seem almost of a different variety from that taken in the surrounding waters, the head being smaller in proportion to the body and the body stockier, weighing as a rule about one-third more on the basis of length. In bright and beautiful colorings also, these fish excel. It is believed that this plumpness and fineness of fibre characteristic of the Twin Lake fish, can be accounted for from the fact that this lake is well stocked with a species of white fish, and as these white fish never bite the hook they remain un-

molested from year to year increasing in numbers and furnishing food for the muskallonge, black bass and pike.

There are in addition to North and South Twin, four lakes within easy reach. Pioneer, one mile southwest of South Twin, contains an island of good size, and is alive with black bass, pike and pickerel. It makes an easy and delightful trip to this lake, for both ladies and gentlemen, to leave the club grounds after breakfast, take lunch on the island in Pioneer Lake, and back to dinner at the club.

North Long Lake is reached from the head of North Twin by a trail and fair good wagon road of three and one-half miles. At the south end of this lake the Twin Lakes Fishing and Hunting Club have a cabin, an ice-house and boats for the accommodation of its patrons. An easy thoroughfare leads from Long to Big Sand, both of these lakes abound in muskallonge, pike (wall-eyed,) black bass and pickerel. On the west shore of Sand Lake the "Eagle River Shooting and Fishing Club," composed entirely of Chicago gentlemen, have located their club house and intend keeping it open the entire season. Fifteen minutes' walk over a good trail north from Sand will bring one to Smoky Lake, three miles long and one-half mile wide, with high hills on both sides, one of the most beautiful lakes in this entire wonderful lake region, water clear and deep up to the very banks, shore and bottom stony and the only fish found here is black bass. The line dividing Wisconsin from the Upper Peninsula of Michigan passes through this lake. From four to six miles west of Big Sand Lake are the waters of the Brule, in which brook trout fishing is excellent.

Twin Lakes has already become very popular as a family resort. Many gentlemen now take their wives and children each year, to enjoy with them the fishing, rest and benefit received from the pure, invigorating air of this piney country.

Last season a beautiful steam yacht was placed on North Twin by Mr. Harvey L. Goodall, president of the club, which contributed greatly to the enjoyment of the guests as it was used very largely in their interest and without charge, it being devoted principally to excursions on the lake. At the east end of the lake (the club grounds are located on the west end) a pier at which the steamer can land has been built, and the coming season further improvements will be made at this point in the line of clearing up the underbrush and making it suitable for picnic parties. It is a delightful spot, sand beach and gently sloping to deep water. This was for-

merly an old Indian camping ground and wild fruits grow here in abundance. It has been very appropriately named "Indian Orchard Beach."

About one mile northeast from the club grounds is a small but very pretty island. It was formerly an Indian burying ground and has been named "Manitou Island," and it is the intention to build a pier, suitable for a steamer landing, at this point. Other improvements and increased accommodations for guests are contemplated in time for use this season (1893). Mr. E. F. Kountz who had immediate charge last season will continue as superintendent

LAKE VIEW DESERT.

This lake is reached from State Line Station and is five miles east, reached by a wagon road through the woods. It is in size about five miles both in length and width and may be truthfully said to be the home of the muskallonge. It is the head waters of the Wisconsin River, is very shallow for so large a body of water, its greatest depth being only 12 ft. Its bed is largely overgrown with weeds and rushes, which furnish protection for small fish, the food of the "Musk," also protection to his majesty, as it is only in the early part of the season (June or July) that this fish can be caught here in great numbers, on account of the weed growth. Its banks offer fine camping spots. Boats, guides and limited accommodations can be furnished by Mr. Len Thomas, who resides here.

STATE PARK REGION.

Directly west of State Line Station is a strip of country, say ten miles wide by thirty long, lying partly in the State of Wisconsin and partly in Michigan. In this territory the lakes are so numerous and many of them large, that there would seem to be more water than land. Certain it is that after a journey by land of about five miles from State Line Station, the sportsman can, with a canoe, visit most of the lakes in this region entirely by water; in a few cases short portages would be necessary. In fact a voyage from State Line through these lakes to Manitowish Station is not only practical but very enjoyable and romantic. All that would be necessary would be a good guide, light boat and light camp outfit, and three or four days' supply of provisions. Many of these lakes are practically unfished. They are beautiful beyond description and all swarm with fish. Those lakes whose waters flow toward the north, abound with black bass and the lake or salmon trout, the latter frequently weighing from twelve to fifteen pounds. In those lakes which empty their waters southward are the muskallonge, black bass, pike and pickerel. For amping parties it is the sportman's Eden.

Last season Mr. Geo. A. Delano opened a well-equipped resort at Lake Mamie, about twelve miles (by road) west of State Line Station. The following letter explains very fully the accommodations of this resort:

"STATE LINE, Sept. 7, 1892.
"I have just opened up a large range of lakes west of State Line on your road. Have cut five miles of new road into the heart of the lake region west of the station. I think I can truthfully say that these lakes furnish the best bass, trout and muskallonge fishing in the world. The catch of bass for this season from lakes around our



WIGWAM NEAR TWIN LAKES, M. L. S. & W. RY.

Applications for accommodations should be addressed to E. F. Kountz, Supt., Twin Lakes Fishing and Hunting Club, Eagle River, Wis., and for further information address either Mr. Harvey L. Goodall, President, Union Stock Yards, Chicago, Ill., or General Passenger Agent of the Milwaukee, Lake Shore & Western R'y, Milwaukee, Wis. Prices will remain practically the same as last year, viz: \$10 per week or \$2 per day. Boat 50 cents per day. Boat and guide \$2.50 per day. No finer fleet of rowboats can be found in this whole lake region than that at Twin Lakes. Stage meets all passenger trains from the south.

hotel, by fishermen stopping with me is 7,735 lbs. We have done but little muskallonge and Mackinaw trout fishing as the season for them is just beginning, but we have splendid trout and muskallonge fishing within a few hours' ride by water of our camp. I never caught less than five trout at any one trip to Thousand Island Lake last spring and got twelve at one trip. The largest was twelve pounds. Would average five pounds.

"We will have a line of boats all the way through to High Lake next spring so that we will have to portage no boats and can make the trip in four hours.

"We have good comfortable chairs, a large dining camp and set a good table. I keep the best guides and boats, have a good, easy, covered spring buckboard and charge \$1.50 for passage (12 miles) and \$1.50 per day for board; \$3.50 per week for boats, \$2.50 per day for guides. All our guides are cooks and are thoroughly acquainted with the country between the two lines of the Milwaukee, Lake Shore & Western Ry.

"I charge \$5 per day for man and team to haul camping parties to any of the lakes in the neighborhood.

"Deer are more plentiful than they have ever been known to be at this station and west of here, so the old settlers say. GEO. A. DELANO. "State Line, Wis."

At Anderson Lake, eight miles west of State Line, Mr. Harvey Rowell keeps a boat livery which is run in connection with Mr. Delano's resort.

EAGLE WATERS.

The Eagle Chain of Lakes are located east of the railroad, beginning with Big Sand and Long Lake northeast from Eagle River Station, and ending with Big Lake about six miles southeast from Three Lakes' Station. So much has been written of these waters in the past that it does not seem necessary to give a detailed description here, more than to say that thirty lakes in this chain can be navigated with a rowboat without a single portage, and by short portages this number can be increased one-half. These waters can be reached either from Eagle River or Three Lakes' Station. Muskallonge, pike, black bass and pickerel are found in them.

At Eagle River excellent accommodations may be had at the Denton House or Veronica Hotel. Rates \$2 per day and \$7 to \$10 per week. Experienced guides \$2.50 per day, good boats \$1 per day or \$5 per week.

THREE LAKES.—Mr. Fred Johns will continue to keep the old Lee place on Laura Lake, and Mr. F. R. French the Lake Shore Summer Resort, (opened by him last year) located between Lakes Laura and Medicine. Both of the above are reached by a good road from Three Lakes and are only two and one-half miles distant from that station.

Mr. French proposes to increase his accommodations and procure additional boats for the coming season, and can supply camping outfits at reasonable rates. He also has accommodations at Butternut Lake, where black bass fishing is almost unparalleled.

Rates: Board \$1.50 per day, boats 50 cents per day or \$3 per week, guide \$2.50 per day.

The Rev. Robt. McIntyre, of Chicago, in relating his experience with a muskallonge in the Eagle Waters, says:

"About 9 o'clock in the morning I had a strike. It was a huge and very gamey muskallonge a grand specimen of the 'wolf of the waters,' as it is called. Away went my line with lightning rapidity, just as the rope coil does when a whale is harpooned. Quickly we followed with our boat, speeding to the deep water. I knew if my line tightened it would snap—as well try to hold a Texan steer with a silk thread as endeavor to take one of those vigorous fish with a linen line. I was in terror of losing the catch for I could see the nickel bar of the reel—my line was just exhausted. Then the big fellow turned and came right to the boat's side and surveyed us calmly and reproachfully I thought, with his great gray eyes. Next he flirted with his tail, lashing the water into silvery ripples. Again, back to the deep where he stalked for half an hour. When he came back to the surface we tried to get the gaff in his gills, but he had strength for another fight. Away sped the line for another 100 yards. I can tell you he was a fighter. After about ten min-

utes he came again to the boat's side. I played him for all he was worth and he was real game. He would leap into the air and shake the steel in his mouth until we could hear the trollying spoons rattle an accompaniment to his rage. At last old Tobac, the guide, got the gaff in his neck and lifted him into the boat where his every leap shook the little craft from keel to gunwale."

LAKES ON THE RHINELANDER DIVISION.

MONICO, 240 miles from Milwaukee, is the junction point of the Rhinelander Division and the old line. It should be borne in mind that from Monico north to Lake Superior and northwest to Ashland is almost an unbroken wilderness, the exception being only that portion closely bordering the railway. The Rhinelander Division was completed to Hurley in the fall of 1889 and opened to fishermen waters heretofore practically inaccessible.

A book could be written descriptive of the lakes and streams adjacent to this portion of the line, but space forbids more than a brief mention of the principal waters.

MAPLE GROVE RESORT, on Sugar Lake, fourteen miles north of Rhinelander, is reached by a two and one-half hours' drive over a good road. A delightful ride through northern woods, passing several beautiful lakes, this part of the journey being one of the pleasant features of the trip.

On reaching the resort, which is kept by Mr. Fred R. Tripp, the most charming and restful scene meets the eye that it is possible to imagine. On an elevation of 30 feet above the lake and overlooking it are located cottages, new and substantially built of hewn logs, giving one an impression of thrift and comfort seldom found in regions so remote, and once inside of the home of Mr. and Mrs. Tripp, the air of neatness and hospitality which pervades it assures you that you have not only found a place to rest, but a delightful home while it is your good fortune to stay.

It is impossible, in this limited space, to describe the beauties of this lake; it must be seen to be appreciated. Its water is as clear as crystal, the bottom can be seen a depth of twenty feet, its shores slope gradually to deep water are of white sand, its bottom either white sand or stone and its banks high and heavily timbered. It has no outlet or inlet but is fed entirely by springs. An island which reaches nearly to the main land on either side divides the lake into about equal parts, each being one and one-half miles each way.

In October last, the writer, with his wife, spent a week at this resort and considers it, without exception, the most beautiful lake in all Northern Wisconsin, where every lake is a picture.

The fish taken from this lake are black bass and remarkable for their size and quality.

Sugar Camp Lake, about ten rods north of Sugar Lake, is larger and black bass, pike and muskallonge are caught in it. There are several lakes within a radius of five miles in which muskallonge are plentiful.

This is emphatically a family resort. Take your wife and children and care will fly away. They as well as yourself will find rest and strength to battle with the "Demolition grind" of the cares and business of life.

You can write or wire Chafee & Joslin, liverymen at Rhinelander, who will furnish team and take you to Tripp's for \$4.

This will be the charge for one or more, not exceeding five persons. Mr.

Tripp's charges are \$2 per day or \$10 per week, including the use of boats.

TOMAHAWK LAKE, seventeen miles beyond Rhinelander, is nearly twelve miles long, with a shore line of seventy-five miles or more, and must be seen to be appreciated. Its waters, as well as those of the score or more of lakes easily accessible from this point, abound in muskallonge, black bass and pike.

Mr. Chas. A. Sanders has purchased the summer home of Messrs. Bradley and Kelly and will furnish first-class accommodations to all who may desire to spend some time at this beautiful lake. Rates: \$2 per day and \$7 per week.

TROUT LAKE is reached from Woodruff station by stage which daily connects with the train. It is located about ten miles north of Woodruff and is a beautifully clear body of water (fed by spring brooks), six miles long and four wide. As indicated by its name, lake trout (salmon trout) are found here in abundance. They are frequently taken here of great size (15 to 20 lbs.) These fish can be caught from the time the ice breaks up in the spring until the last of June, and from the first of September until the lake freeze over. A hotel is located on Trout Lake where comfortable accommodations can be had, also boats and guides. The lakes surrounding Trout Lake, and there are many of them, are all muskallonge waters. The outlet is Manitowish River, and the Manitowish chain of lakes can be reached from Trout Lake.

MANITOWISH WATERS.—At Manitowish Station, twenty-two miles north of Woodruff, we reach the Manitowish River. From here Rest Lake, the first of this system of lakes, is reached by either wagon road (seven miles), or river (fourteen miles). Here are accommodations, boats, guides, etc., for a reasonable consideration. From this point a great number of large and splendid lakes can be reached and fished. Camping spots, charming beyond description, are met with at every turn while passing through this chain of lakes, and the muskallonge, black bass and pike fishing will satisfy the most exacting sportsman.

In addition to the accommodations at the dam, Joe Odgers will continue his camp at Star Lake, half a mile from Manitowish Lake, where comfortable quarters may be had, also boats, guides, and entire outfits for camping parties at reasonable rates.

There will also be a resort opened this season at Big Lake, that will accommodate from fifty to sixty people. This will be managed by Mr. Ernest Brayback. A good supply of new boats will be found here. Charge for boats, 75 cents per day and guides \$2.50 per day.

A daily stage will run between the Station (Manitowish) and the dam. The charge for passage each way will be \$1.00 for each person.

Mr. L. W. Wakely, of Chicago, who visited the Manitowish Waters during the last week in September, and the first in October, has kindly given his consent to my inserting here the following letter. (The gentlemen comprising the party were Messrs. Wakely, Tenney, Hibbard, Webster, Root and Jones, all of Chicago.)

CHICAGO, Ill., Oct. 22, 1892.
In due time we returned from our northern trip, full of life and admiration for the magnificent recreation country tributary to your line. We camped out two weeks, every day a perfect one, with but two hours rain in that time. I never saw such magnificent foliage effects in my life, even along the Hudson river and the Lake George country. We fished in several lakes north of

Trout Lake. While making no effort for a record, fishing merely for diversion, we pulled out in the neighborhood of a hundred muskallonge and two hundred and fifty red-eye, small-mouth bass, ranging from three to six pounds.

The muskallonge ranged from ten to twenty pounds. All our fish were landed on light tackle; we merely changed our spoons from time to time. We threw back nearly all our fish.

L. W. WAKELY.

TURTLE WATERS.—At Mercer, 2 1-2 miles beyond Manitowish, we come to the Turtle River, through which the lakes called the Turtle Chain are reached. The lakes of this system extend from near the Michigan state line, some twelve miles north of Mercer, to a point about twenty miles south of Mercer, and the same varieties of fish are found here as in the Manitowish waters. Many of the lakes both of the Turtle and Manitowish are as yet practically unfished and are unconsciously inviting the would-be Sir Waltons of this age to hunt out their hiding places in this great forest, and there experience the dreams which are seldom more than visions of our sleep, too improbable for realization.

Boats and guides can be secured at Mercer. This country is especially adapted for camping parties.

PELICAN LAKE, 234 miles from Milwaukee, is the first lake reached on our northward journey in which muskallonge are found. It is conveniently located, the main line of the Milwaukee, Lake Shore & Western Ry. for about a mile borders its east shore. It is a very handsome body of water and contains two islands. The muskallonge, black bass, and pickerel fishing in this lake is good and it has the advantage of being so located that it can be reached in one night from either Chicago or Milwaukee and by either of the through passenger trains without change, and so enabling parties who may have but one or two days at their disposal to spend all of it, except their sleeping hours, on the lake.

A hotel has been opened here and after June 1st will be able to accommodate twenty-five to fifty people. The supply of boats will be increased to meet all requirements. To secure accommodations here address Mrs. L. L. Beaudette, Pelican Lake, Wis.

BROOK TROUT.

DUDLEY, Wis.—In addition to the trout fishing previously mentioned, viz., in the vicinity of Gogebic Lake and Watersmeet, special mention should be made of Prairie River near Dudley, Wis. This is an ideal trout stream, the finest, all things considered, into which it has ever been the writer's good fortune to cast a line, for the following reasons: It is alive with trout and an average catch will range from 8 oz. to one pound each; the stream is from 25 to 50 feet wide and can be fished for a distance of several miles; its width will permit of two persons wading abreast the entire distance and casting without being troubled by the trees and bushes on its banks. The water clear and cold, and every few rods rapids and quick water alternate with deep and placid pools. A more perfect trout stream cannot well be imagined and seldom found. Dudley is seven miles from Parrish, a terminal station on the Wisconsin River Branch, which leaves the main line at Pratt Junction. A good wagon road from Parrish to Dudley.

The accommodations are furnished by Mr. Henry Dudley and those who may

be so fortunate as to become the guests of Mr. Dudley and his good wife, will find every wish anticipated and no want left unsupplied which it is in their power to fill; the table good and supplied with all the luxuries obtainable in this remote region, including plenty of good milk, cream and fresh eggs.

Mr. Dudley has a team and a good spring wagon and will meet parties at Parrish on arrival of train, if advised by letter four or five days in advance of the day and train passengers will arrive. His address is "Henry Dudley, Dudley, Wis."

Mr. Frank C. Randall, of Joliet, Ill., has kindly given me permission to insert, herein, the following letter.

JOLIET, Ill., Sept. 17th, 1892.

We were at Dudley in August and the only thing that we regret is that we could not prolong our vacation beyond two weeks. Of Mr. Dudley and family we will always cherish the kindest recollections. There was no effort on their part to make us feel at home, but it was simply a part of their nature to do so and they succeeded in a matter of course.

As far as the fishing is concerned I would prefer to say but little and that is that we were perfectly satisfied. The river itself is just my ideal of a perfect trout stream, and I do not see how any one can drop a fly along the eight miles or more of perfect water without a feeling of supreme contentment with himself and the balance of the world. We were, in fact, so well satisfied that we intend to spend several weeks there next year.

F. C. RANDALL.

EVERGREEN CREEK, twenty miles, and one of its branches fourteen miles from Antigo are excellent trout streams and large catches were made in each last season. Mr. Geo. Perry, liveryman, of Antigo, will furnish comfortable rigs and take parties to these trout streams at reasonable prices.

THE SHAWANO DISTRICT.—There are no doubt many who would prefer the middle ground between the so-called fashionable resort and the unrestrained freedom of the Northern Wisconsin and Michigan woods. We would invite the attention of such to the numerous lakes located near the line of the Oconto branch of the M., L. S. & W. Ry. Starting east from Clintonville, Wis., 156 miles from Milwaukee, this branch line leads to Oconto, 55 miles distant.

Within a radius of two miles from either Embarrass or Belle Plaine Stations, four and eight miles respectively from Clintonville, are four lakes, viz.: Pine, Grass, Long and Round Lake, fine bodies of water, and well stocked with various kinds of fish. There are a number of summer cottages around these lakes. The shores are particularly adapted for camping, and for those who do not care to camp, good accommodations can be secured near by.

At Shawano, a village of 1,500 inhabitants, fourteen miles from Clintonville, the visitor will find accommodations, either at hotels or in private families, that are first-class, at very reasonable figures. Shawano Lake is two miles distant from the town, is 5 1-2 miles long and 2 1-2 miles wide and contains black bass and pickerel. Improvements have been made in the waterways, which makes navigation direct from the city through the river to the lake; they also have a fine steam yacht on Shawano Lake that carries from one hundred to one hundred and fifty passengers, and this steamer will carry passengers from Shawano to the head of the lake, making stops at various landings. The north shore of the lake is a very beautiful camping ground, and is well adapted for bathing, the water at this point being from three to four feet deep for

nearly one-half mile from shore, and the bottom white sand and free from stones or pebbles.

A hotel has been built at this point on the lake for the accommodation of summer visitors. There is also a dock at which the steamer will make regular stops.

Mr. James Beach, the proprietor of this hotel, will be able to accommodate from twenty to twenty-five boarders.

The location is near the best fishing grounds and is within a mile of the best locality for ducks.

The City of Shawano is one of the most romantic places in Northern Wisconsin, it is a perfect little park. The Keshena Indian Reservation is located eight miles north of Shawano, and to parties who have never seen Indians on the reservation, a drive to this famous Indian village would be very interesting.

There are several livery stables in Shawano and conveyances can be secured at reasonable rates.

The Milwaukee and Shawano Hunting and Fishing Club, composed of Milwaukee gentleman, own one-fourth of a mile lake frontage on the north shore of this beautiful lake and near to the famous picnic ground at North Beach. They have a comfortable club house, boat house and hunting and fishing boats, where members and their friends go during the hunting and fishing season. It is located about midway between the city of Shawano and the town of Cecil.

CECIL, on the east end of Shawano Lake, has two hotels, and several private families who will take summer boarders. Boats, guides or teams can be secured at this point for trips on Shawano Lake and to other lakes in that vicinity, among which Lake Me-shav-quette, six miles north, is a very beautiful body of water, with sandy beach, and the lake is teeming with black bass and pickerel.

Within thirty minutes' drive from Underhill's Station, 28 miles from Clintonville, are several beautiful lakes, viz.: Berry Lake, Christie Brook Lake, Speice Lake and Claus; also some six or eight other lakes in the immediate vicinity. Parties will find easy access to all of the lakes, and can traverse the country for miles around and drive from one lake to another without meeting any obstruction, owing to the levelness of the country. Hotel accommodations and conveyances can be procured at this point.

GILLET.—This is the nearest station for parties wishing to visit the famous Kelly Lake; this lake is noted for its excellent bass fishing, and there are a number of summer cottages erected around it.

There are numerous other lakes in this immediate vicinity and an abundance of trout may be taken in the neighboring streams.

The wagon road from Gillett Station to Kelly Lake (10 miles) is an old traveled turn-pike road, and is in first-class shape. The trip from Gillett to this lake can easily be made in two and one-half hours.

The section of country described above under the heading of the "Shawano District" is thickly settled by well-to-do farmers, who may furnish accommodations, also supplies of milk, butter, fresh eggs, etc., to camping parties.



 Wisconsin Central Railroad.



VEN a prominent author was induced to remark "when a man is traveling in a beautiful country, drinking in each glorious spectacle as it passes before his view, a little draught of something more substantial as an interlude heightens his sense of appreciation and makes his pleasure greater." In the ride from Chicago via the "Wisconsin Central" lines, the traveler passes through a most picturesque, interesting and prosperous belt of the western world.

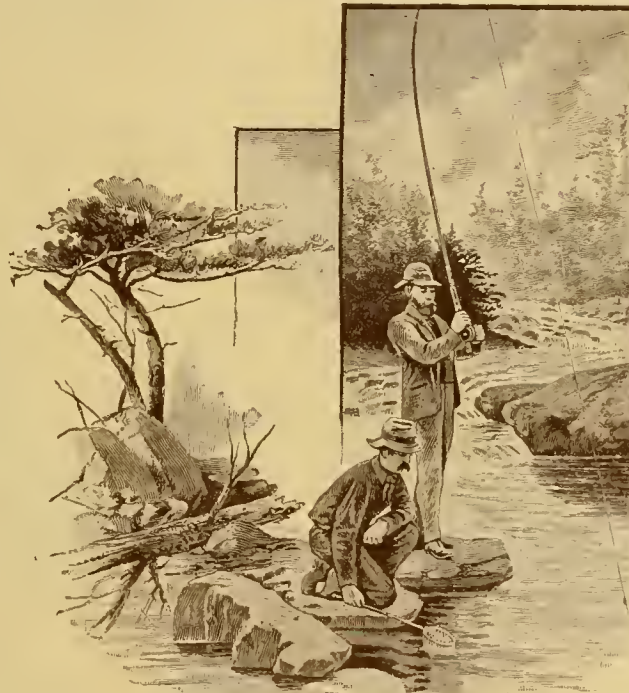
There is scenery most striking and a series of the noblest cities, towns and villages of every variety and size, from the hamlet or the tiny farm upward; mighty fields of grain with their thousands of workers; the greenest and most lasting pasturage; hills, snows and peaks startling in the magnificence of their beauty; distant views that are repeated in dreams as of fairy land; and a perfection of comfort in traveling that has never been surpassed. Ashland, "the city of Iron Ore" and the "Empress of the Northern Sea," sits majestically on the bluffs overlooking the great, cold waters of the Gitchee Gummee of the Manitowish, the presiding genius of the frozen waters and the Northern wilds. It is one of the most thriving, energetic and beautiful cities in the North-

west. Situated directly at the head of Chequamegon Bay, whose surroundings are rich in the choicest legendary lore of aboriginal glory and greatness, the city is at once a treasury vault of historical reminiscences and another treasury vault of geological strata full of richest wealth.

Within a few miles of her busy streets and wharves, just back among the hills and clothed in the beauties of the forest primeval, are wonderful steel ribbed ridges and bluffs; copper mines of unmeasurable value; veins of many minerals and areas of timber, feeding

night and day the scores of mills and loading their millions of feet of lumber at the monster docks stretching out below the great red bluff that overlooks the cold, grey waters of the bay. There are ore docks and conveniences for shipping the wealth of the mines in the hills to a degree never yet excelled in any shipping mart; health-giving springs that rival in their beneficial effect the waters of Saratoga or Waukesha; the electric light of civilization; and touching the city's border, the striking contrast of Indian life on the "Reservation." There, too, is the superb Hotel Chequamegon, whose palatial equipment and cuisine, unsurpassed in America, entices thousands of tourists year after year to its hospitable walls.

The region is verily a paradise for the capitalist, the home-seeker, the tourist,



or the hunter. There is scarcely a square mile of territory within fifty miles of Ashland that is not traversed by a living stream, cutting through rocks of untold wealth.

No tourist ever visited Ashland, without taking in the trip to Washburn, Bayfield and the Apostle Islands. If he did the omission must have remained a source of regretful remorse to him for the rest of his life. Whether the circumnavigation of the islands is accomplished by paddling, rowing, sailing, steaming or spying with a telescope

from the observatory on the summit of Bayfield mountain, the impression received is one which never ceases to revive a sensation of serene calm and contentment as often as the scene is called to mind. So much is to be seen about these sentinels of Chequamegon Bay, and so different is the view with every change of wind and weather, that they are simply indescribable. They form the piece de resistance of the rich feast which is thrust before the visitor to this wonderful region, and their quality can only be judged of by the sweet taste they leave in the mouth. Madeline, the mother of the group, and the last to sever herself from the main-land, has become famous in history and song for her old church and warehouse, and the moss-grown grave-stones with inscriptions of curious import. Bass Island sandstone is known to architects and builders the country over. Some of the smaller islands are singularly unique in their structure, notably the odd little Steamboat and equally odd, though larger, Bear Islands, with their wonderful rock formations. Altogether, the scenes on the Wisconsin Central to the "Garland City of the Inland Sea" form an ideal summer jaunt.



The Apostle Islands.

Ofttimes I think of those fair islands lying
 In the cool ripples of the inland sea;
 Sometimes a spicy breath of piney fragrance
 Brings message of remembrance unto me;
 And then I close my eyes and vagrant fancy
 Bears me away unto a bygone time
 When, perfect sea and sky and air unfolding,
 We sailed away into a golden clime.

Ofttimes I think, when pain and care and sorrow
 Seem to pursue and darkly threaten me,
 And feverish life seems scarcely worth the living,
 Of saintly islands in a summer sea.
 And then my heart grows calm and all uplifted
 Above this petty, frail humanity,
 Borne up on wings sublime I see in visions,
 The endless vistas of infinity.



“Pictured Rocks”

. . . . Of

Lake Superior.

Situated four miles from Munising, a little station on the DULUTH, SOUTH SHORE & ATLANTIC RAILWAY, are the famous “Pictured Rocks of Lake Superior.” These Rocks form the coast line of Lake Superior for a distance of seven miles, rearing their gigantic crests far above the blue-green water that musically meet and flow at their base. In the formation of these rocks, Dame Nature has put forth every effort to make them appear beautiful, and she has certainly been well rewarded, for their praises have been sung far and near. By the constant action of the waves the rocks have been worn smooth and their grotesque lines and tracings have been thus exposed. In viewing them from the Lake at a short distance one can distinctly trace pictures of animals, ships, castles and many other things, animate and inanimate, which we are familiar with in the daily walks of life. A distinctive charm is lent to these pictures by reason of the variegated color of the rocks, which harmoniously blend together, producing an artistic effect that could not be equalled by the master hand of any artist. Around these enchanting pictures is cast a giant frame of sublimity, which ever causes the sight-seer to bow his head in reverential awe. Niagara has been always spoken of as the greatest work of Nature’s hand, but from a standpoint of beauty of detail and sublimity of environment, it is equalled if not rivalled by the “Pictured Rocks of Lake Superior.” The lover of Nature should not fail to visit them for when once seen, they stamp themselves indelibly upon the mind in the shape of a delightful memory.

Among the chief features of the “Pictured Rocks of Lake Superior” are “MINER’S CASTLE,” the “GRAND PORTAL,” “CHAPEL ROCK” and the “SILVER CASCADE;” the latter a glistening stream of water which falls like a bridal veil from an over-hanging cliff, one hundred and seventy-five feet into the lake below.

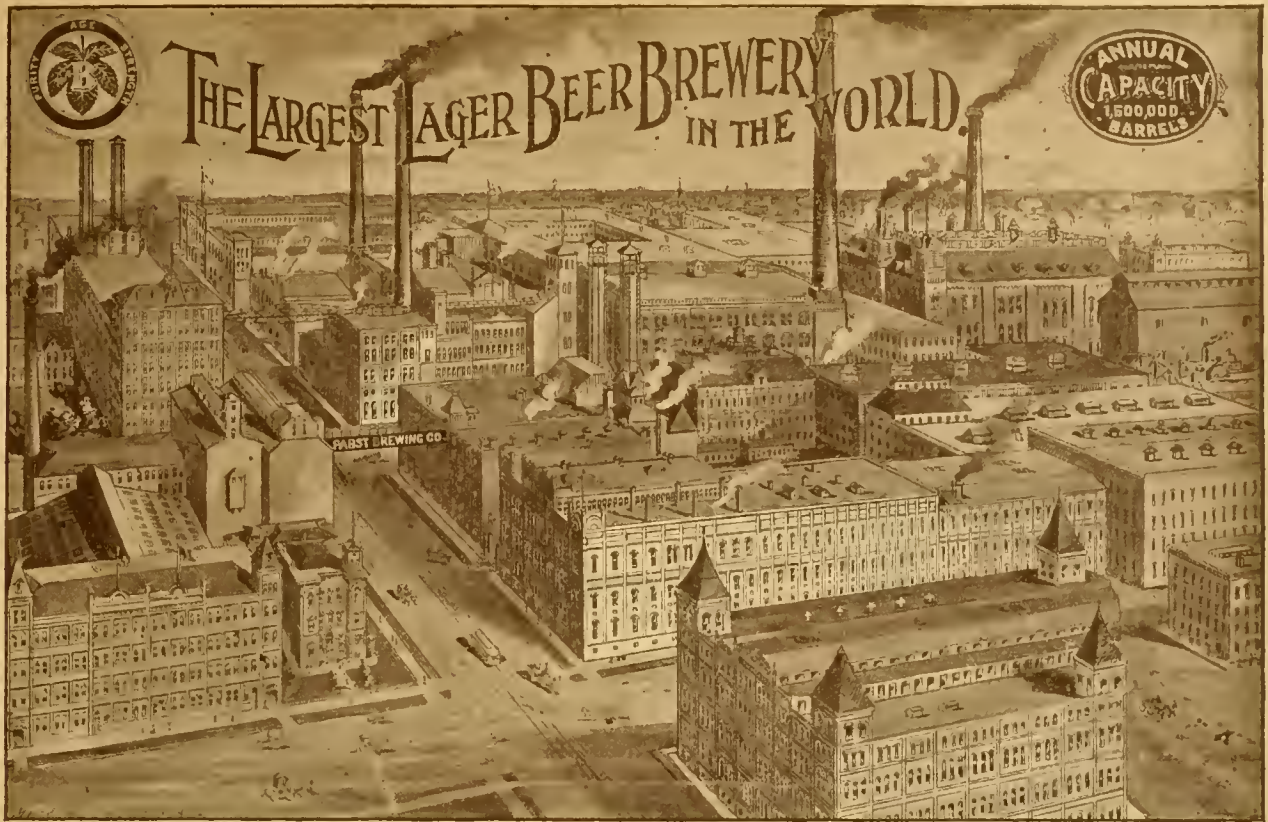
THE

Duluth, South Shore & Atlantic R’y

IS THE ONLY LINE THAT REACHES

THE “PICTURED ROCKS OF LAKE SUPERIOR”

The entire length of the Upper Peninsula of Michigan is traversed by this line, and its patrons are afforded delightful glimpses of stream, lake and forest with which this section of the country abounds.



PABST BREWING COMPANY, MILWAUKEE, WISCONSIN.

The above engraving is an excellent birds-eye view of the main plant of the great Pabst Brewing Company. It is one of the sights of Milwaukee and covers upwards of twenty acres. The annual sales last year reached the enormous total of a million and a quarter barrels. The Ashland Branch is in Charge of W. J. WERDER, exclusive agent and all orders addressed to him for keg or bottled beer will receive prompt attention.

— IF YOU ARE BALD AND WANT HAIR USE —

Frewin's Hair Restorer!

THE GREATEST DISCOVERY OF MODERN TIMES.

Over 10,000 Ladies are now using this Hair Tonic. It absolutely prevents Gray Hairs and changes the Grayest Hair to its Original Color.

Frewin's Wonderful Hair Restorer

Grows Hair After 30 Years Baldness.

It cleans the head, keeps it cool, guarantees to take out all dandruff, cures itching and scalp diseases of all kinds, and stops falling of the hair. It is not only a most pleasant hair dressing, but its continued use for a few months will restore the grayest hair to its original color. There is no sugar of lead or other injurious properties in this tonic, or dye of any kind. This wonderful discovery simply assists nature to produce a new growth of hair, and hence, as the new hair grows out, it possesses all the luxuriant properties of youth; no difference if the party using it is three score of years.

Price \$1.00 per Bottle, 6 Bottles \$5.00.

When three or more bottles are ordered at one time, the express charges are prepaid to all points in the United States or Canada. In ordering it is usually best to send bank draft, express money order or P. O. money order. Write for a partial list of parties who have been cured of baldness, dandruffy heads, and gray hair changed to its original color.

Respectfully,

The Frewin Hair Restorer Co.,

CHICAGO, ILLINOIS.

For Sale by all Druggists.



604 CHAMBER OF COMMERCE BUILDING,

NEW TRANS-CONTINENTAL ROUTE.



THE SHORT LINE BETWEEN

Lake Superior and the Pacific Coast.

From West Superior, Duluth, St. Paul and Minneapolis, to principal points in Minnesota, the Dakotas, Montana, Idaho,

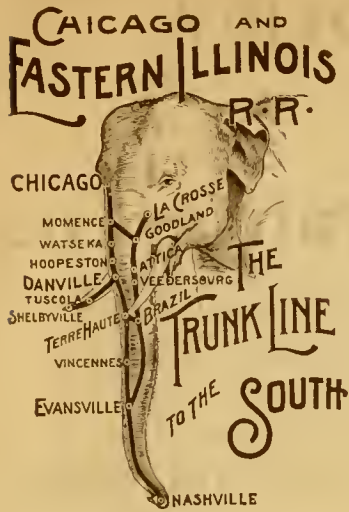
Washington and Pacific Coast States.

Traverses the only Habitable Belt Across the Continent.

A region containing largest areas of cheap Farming Lands, capable of producing all the staple food crops. Finest pastures and grazing lands, for horses, sheep, cattle, poultry—the Dairy. Greatest variety and quantity of minerals—gold, silver, copper, lead, coal, stone, marble. Largest and finest belts of timber. “Forests huge, incult, robust and tall, by Nature’s hand planted of old.” Many and valuable deposits of coal, ranging from brown Lignites to shining Anthracite. Numerous undeveloped water power sites. “Nature does more than supply materials, she also supplies powers.” Vast quantities of best building stones, granites, sandstones and marbles of many colors. Hundreds of lakes and rivers for anglers. “Our plenteous streams a numerous race supply, Swift, bright-eyed beauties, with scales of various dye.” Unlimited fields for the huntsman. Large and small game, Elk, Moose, Deer, Bear, Waterfowl and land birds. An agreeable climate; plenty of air and sun, “Strength to the weary, warmth to the cold, blood to the wasted, youth to the old.” Many growing cities towns and villages, offering business with an income at its heels. Publications and information about rates, routes, locations, business chances, etc. sent free by

F. I. WHITNEY,

GEN’L PASS. & TICKET AGT. ST. PAUL, MINNESOTA.



THE many points of excellence which have contributed to make the "CHICAGO & EASTERN ILLINOIS RAILROAD, EVANSVILLE ROUTE," the favorite line of travel to Florida, the Gulf Coast and all points in the South, can be enumerated as follows: **FIRST:** It is the only double track line from Chicago to the South and has a road-bed, which for smoothness is second to none in America. Its course is due south, as close to the air line as the physical configuration of the country it traverses will admit. **SECOND:** It has the only vestibuled through trains from Chicago to Nashville reaching that city without change, and making immediate connections with the several fast lines to Florida on the Gulf coast. **THIRD:** Its train service is so perfect that it never fails to incite the favorable comments of travelers.

FOURTH: Its equipment comes from the Pullman shops, and is composed of the latest improved palace sleepers and day coaches turned out by this mammoth car-building establishment.

FIFTH: Its magnificent dining cars dispense a cuisine seldom equalled and never excelled.

SIXTH: It reaches Nashville, Tenn., nearly four hours quicker, and Jacksonville, Fla., six hours quicker than any of its competitors.

SEVENTH: Its representatives and employes are ever ready to anticipate or comply with any reasonable desires of its patrons.

The points enumerated above are those which constitute a first-class line of travel; they are palpable truths as applied to the "Chicago & Eastern Illinois Railroad." An air line projected from Chicago to Nashville would measure somewhat above 400 miles. The route of the C. & E. I. is only 444 miles in length. The figures tell the tale. Arriving in Nashville, the trains of the C. & E. I. "Evansville Route" connect daily with the fast expresses diverging from there to the meridional country. Two trains leave via the Louisville & Nashville R. R. for New Orleans, carrying through sleeping cars to Jacksonville, Fla., via Montgomery and Waycross, via Pensacola and River Junction, or via the Alabama Midland and Thomasville, Ga. Other trains, leaving over the Nashville, Chattanooga & St. Louis Railway, carry through sleepers to Jacksonville, via Atlanta, Macon and the Georgia Southern & Florida R. R., or via Atlanta, Brunswick and the Cumberland route steamers.



The name of comfort in travel is to Dine on a C. & E. I. Dining Car.



Attentive Service is a Feature of the C. & E. I. Trains.

The great diversity of routes to Florida is another advantage which the traveler cannot find by leaving Chicago over another line.

Through Sleepers to Nashville, Tenn.,

Leave Chicago via the C. & E. I. Railroad at 4 p. m., every day in the year and make immediate connections with through sleepers to Jacksonville, Fla., and Tampa, Fla., either via Montgomery & Louisville & Nashville R'y, or via Chattanooga, Atlanta and Macon. Sleeping Car Accommodations can be reserved through from Chicago to Jacksonville, or Tampa by applying to Chicago City Ticket Office, 204 Clark Street. For any desirable information or maps, time tables, beautifully illustrated guide book, apply to CHAS. W. HUMPHREY, Northern Passenger agent, 170 East Third Street, St. Paul, Minn. CITY TICKET OFFICE 204 Clark Street, Chicago, or to CHARLES L. STONE, General Passenger and Ticket Agent, Room 415 First National Bank Building, Chicago.



Lovers of the Fragrant Weed have a Special Cozy Apartment on the Sleepers of the C. & E. I. Trains.



Sleeping-Car Drawing Room of C. & E. I. Trains.

PEOPLES' POPULAR POLICY.

INSURANCE THAT INSURES!

The New York Life Insurance Co.,

Which, in 1860, originated and introduced the first non-forfeitable policy, in 1892 made another radical departure in favor of the insured. Life insurance is safe and possible only on the principle that Life is more precious than Money; but no life company has heretofore fully accepted this principle. The New York Life, believing from its experience that the time has come when this principle should be fully accepted, announces, that the physical conditions, habits, etc., of an applicant being satisfactory, it will insure him without future limitations. The company's new contract, the "ACCUMULATION POLICY," contains no restrictions whatever respecting occupation, residence, travel, habits of life or manner of death. The only condition of the policy is that the premiums be paid as agreed.

IF THE INSURED PAYS THE PREMIUM THE COMPANY PAYS THE POLICY.

Note the Company's Progress in 1892.
(From Annual Report Jan. 1, 1893.)

Increase in benefits to policy holders.....	\$ 1,323,521 45
Increase in assets.....	11,551,908 18
Increase in surplus.....	1,663,924 79
Increase in insurance written (Total \$172,605,670).....	20,940,088 00
Increase in insurance in force (Total \$689,248,629).....	60,165,421 00

THE NEW YORK LIFE "ACCUMULATION POLICY"

Guarantees 30 days grace in the payment of premiums, during which time policy remains in force. Six months for reinstatement in case of lapse. The privilege of borrowing money on your policy at 5 per cent per annum interest. You get extended insurance for a period printed in policy. Paid-up insurance for amount PRINTED IN POLICY. The best, simplest and most profitable insurance contract ever offered.

PROMPT SETTLEMENTS WHETHER YOU LIVE OR DIE.

N. B.—You Need Insurance! Are you Insured? We invite comparison.

Send a card stating age and receive a proposition from

GOTSHALL & KNAUFT,
District Managers,
DULUTH, MINN.

E. H. TAYLOR, Assistant Dist. Manager
New York Life Insurance Co.
Room 19, Shores Block, ASHLAND, WIS.

Weed & Gumaer STEVE H SMITH, MGR
MFG. CO.
PRODUCE, FLOUR, FEED, AND GROCERIES.
FRESH FARM PRODUCE OUR SPECIALTY.

211 Ellis Avenue, ASHLAND, WIS.

WALL PAPER, PAINTS, VARNISHES, BRUSHES AND ARTISTS MATERIALS
W. STOCKS
509 - 2nd St. West
ASHLAND WIS.
SIGN WORK. DECORATING.

LOUIS KOLMAN & CO.,
MANUFACTURERS OF

Fine Confectionery
AND ICE CREAM.

Our Candies are Always Fresh and Strictly Pure.

Agents for Bicycles. Agents for Pasteur Germ Proof Water Filter. Dealers in Almost Everything.

ASHLAND, - WISCONSIN.

C. E. BLUME,

FANCY

Groceries, & Confectionery,
FRUITS AND VEGETABLES.

Fancy Bakery in Connection.

Cigars and Tobacco at Wholesale and Retail.
The Finest Line in the City.

Telephone 228.

507 West Second Street.

ASHLAND, WIS.

— THE —
Penn Mutual Life Insurance Co.
 OF PHILADELPHIA,

Has Long Been Recognized as one of the Very Best Companies.
 We wish to call your Attention to the Following Facts:

That

- Its unrivalled record for honorable dealings,
- Its liberal dividends to policy holders,
- Its improved forms of policy, embracing absolute incontestability, paid up or extended insurance after two years

Make It

One of the best if not

The Best Company

In which our citizens can obtain insurance. The Penn Mutual has been in business 46 years, and points with pride to its splendid record for 1892. The following is taken from its 45th annual statement:

Gross assets, January 1, 1893.....	\$ 20,808,692 29
Surplus four per cent basis	2,623 648.81
New business for 1892, 10,023 policies.....	29,084,652.00
Insurance outstanding Dec. 31, 1892, 44,614 policies.....	117,925,418.00

Further information will be cheerfully furnished by
Charles H. Gallagher, or **Wm. W. Macomber,**
 Special Agent, Ashland Wis., or State Agent for Wisconsin, Milwaukee, Wis.

BURCH & M'DERMOTT,

INSURANCE, REAL ESTATE, LOANS, COLLECTIONS.

Vaughn Library Building, ASHLAND, WIS.

- Insurance placed on all classes of risks, Manufactories, Lumber, Stores, Stocks, Dwellings, Plate Glass, Rents, Accident and Life Insurance.
 - Real Estate for sale in all parts of the city, including building lots, residence property, stores, manufacturing sites, business property, acreage—anything in the real estate line can be supplied. Terms satisfactory to purchaser. Monthly, semi-annual and annual payments received. Owners and proprietors of the South Park addition.
 - Loans—Money loaned on approved real estate at lowest current rates.
 - Collections promptly made and remitted, rents collected, taxes and estates managed.
 - Prompt and personal attention given to all departments in our office. Satisfaction guaranteed
- Reference: Northern National Bank, Ashland Wis.

J. A. COBB & SON,

Merchant & Tailors.

107 EAST SECOND STREET.

One of the most popular merchant tailoring establishments in Ashland is that of Messrs Cobb & Son, of No. 107 East Second street. This business was established in 1881 by Mr. J. A. Cobb who conducted it until February 1893, when he took as a partner his son George F. The building 20x90 is utilized for the purpose of the business, and in the sales department a fine display is made of foreign and domestic woollens, cassimeres, chevots and tweeds. Fine Tailoring is the Specialty, and it should be said Messrs. Cobb & Son never fail to please their many customers. Mr. Cobb personally superintends the cutting and completion of every garment that leaves the establishment, employing some eleven skilled and first-class workmen. Popular prices prevail and a brisk business is done.

PAUL NORDSTROM.

NELS E. ROEN

ASHLAND FOUNDRY CO.,

MANUFACTURERS OF ALL KINDS OF

Iron • and • Brass • Castings.

FIRST-CLASS WORK GUARANTEED.

Patterns made from drawing and specifications or drawings made to order. Goods delivered F. O. B. at our factory. Address all business communications to the company, Beeman & Bowman, Issues of Machinery Department. New and repair work solicited. Honest work, fair prices. W. S. Beeman, Chas. T. Bowman, 1305 to 1317 St. Clair st. Telephone 293.

Ashland, - Wisconsin.

HOTEL CHEQUAMEGON,

GEO. H. HOPPER, PROP.

FINEST SUMMER HOTEL ON LAKE SUPERIOR.

Accommodations for 1,000 Guests.

ASHLAND,

WISCONSIN.

THE NEW LELAND,

H. E. LELAND, Proprietor.

Rates Medium. ♦ Hot and Cold Water. ♦ Large and Airy Rooms.
 Electric Lights. Cuisine Unsurpassed.

213 THIRD AVENUE WEST, ASHLAND, WIS.



The oldest and best Commercial House in the Northwest.
 Splendid views of Chequamegon Bay and the Apostle Islands.
 Recently Refitted and Refurnished.

A Strictly First-Class Hotel.

THE COMMERCIAL,

Mrs. Anna McNeil, Proprietress,

Ben S. Lucas, Manager.

CONTAINS ALL THE MODERN CONVENIENCES.

ASHLAND, - WIS.

R. F. SPENCER

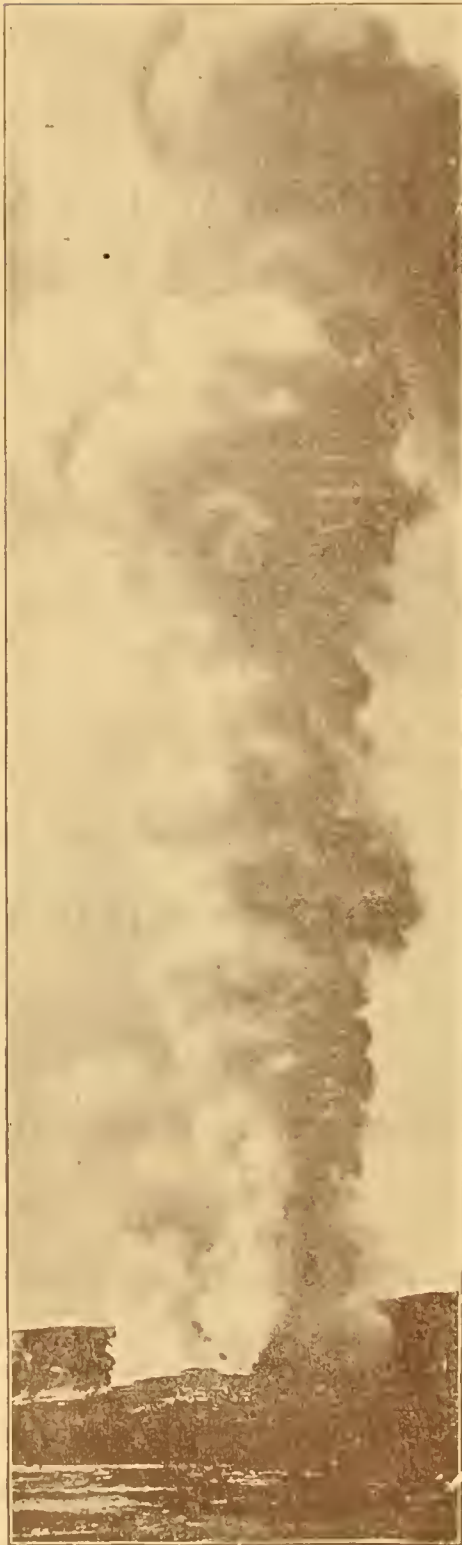
The Largest Manufacturer of **HARNESS** in Northern Wisconsin, especially for Mining and Lumbering.

WHOLESALE AND RETAIL.

SEND FOR CATALOGUE AND PRICE LIST.

414 Second Street West,
 Ashland, Wisconsin.

SIGN OF THE WHITE HORSE.



GIANT GEYSER

Yellowstone National Park

THAT

“WONDER OF WONDERS!

where it seems God left a portion of His creative handiwork unfinished, that He might show His children

HOW THE WORLD WAS MADE!”

THIS

American Wonderland

“situated in the heart of the Rocky Mountains, on the broad, rugged summit of the continent, amid snow and ice and dark, shaggy forests, where the great rivers take their rise, surpassing in wakeful, exciting interest any other region yet discovered on the face of the Globe,”

IS CONVENIENTLY REACHED

BY THE

Northern Pacific Railroad.

IF YOU WANT TO TAKE

THE TRIP OF A LIFETIME,

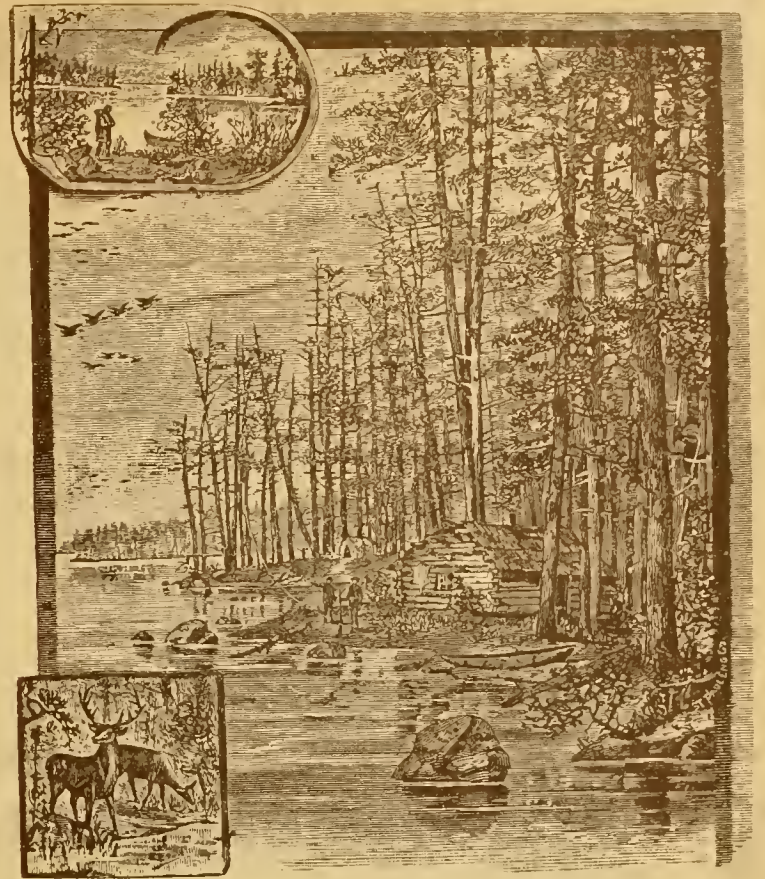
send for our illustrated tourist books, and the latest and best maps published of Yellowstone Park, Puget Sound, and Alaska.

J. M. HANNAFORD,
Gen'l Traffic Manager,

CHARLES S. FEE,
Gen'l Passenger Ag't,

SAINT PAUL, MINN

Chicago,
St. Paul,
Minneapolis
and
Omaha
Railway.



Camp on Long Lake, near Cable, Wis., on C. St. P. & O. Ry.

To lovers of fishing the "Omaha" offers many a secluded lake and well-stocked stream. At River Falls, White Birch, Hayward; Gordon, Rice Lake, Chetek and many other points on the line, may be had as fine trout or lake fishing as the most ambitious angler can desire. Of course, at some excellent points like Cable, for instance, the accommodations at present are limited, and the lakes some distance from stations; it is well therefore in such cases to make arrangements to rough it; and in most cases, parties from a distance can make arrangements in advance with some reliable person who will, if desired, attend to all details. Deer in Northern Wisconsin seem to have increased in number during the last two years, being now very plentiful, and good sport may be expected in season at many of these points on the Northern division.

Cumberland, Wis., is within three hours of St. Paul, and for natural beauty of location cannot be easily surpassed. The town is built on an island, at the lower end of Beaver Dam Lake, from which various arms branch out in different directions, one being eight miles long. The fishing is good, bass, pickerel, pike and other species of the finny tribe being abundant. Hotel accommodations are ample and good, and boats of all kinds are to be had at moderate prices. North Wisconsin is the home of pine, balsam and spruce, and the air about these lakes is fragrant with their aromatic breath. For map, time tables or any information apply to

T. W. TEASDALE, Gen. Pass. Agent,
ST. PAUL, MINN.

Vaughn Estate.

Mrs. Emeline E. Vaughn, Owner,
V. A. Alderson, Manager,
W. G. Bancroft, Bookkeeper and Treasurer.

Office, Room 9, Vaughn Block,
ASHLAND, WIS.

City Property and Farming Lands
FOR SALE.

MINING PROPERTIES.

Dwellings, Stores and Offices For Rent.



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♦ ♦ ♦ DEALERS IN ♦ ♦ ♦

Electric Goods, Ammunition, Sport-
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BICYCLE REPAIRING AND SAFE OPENING.

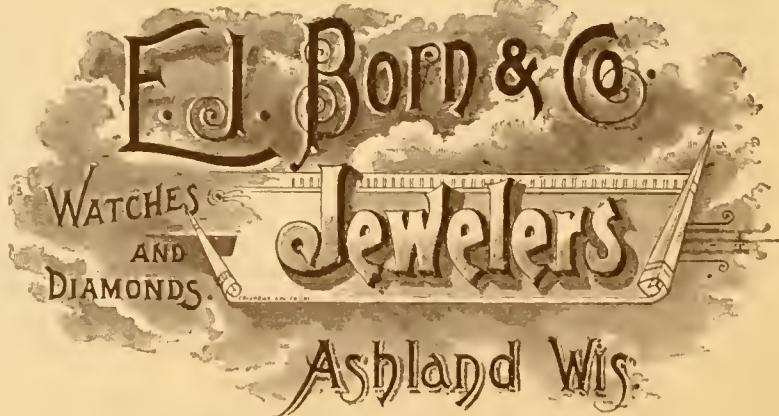
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ASHLAND, WIS.

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SHORES BLOCK.

ASHLAND, WISCONSIN.



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WE ARE RIGHT IN THE

For Fine Newspaper Engravings, such as Portraits and Buildings,

HALF-TONE ENGRAVINGS,

Engraving of Business Cards, Checks, Letter, Bill and Note Heads.

SEND FOR OUR ILLUSTRATED CATALOGUE.

COLUMBIAN ENGRAVING CO.,

359 DEARBORN ST. CHICAGO.

IDAHO FALLS, IDAHO, U. S. A.

GATEWAY TO THE YELLOWSTONE NATIONAL PARK
IS THE NEXT BIG CITY IN THE UNITED STATES.

Idaho Falls

Is located on the great thermal belt around the world, where Peking, London, Paris, New York, Chicago, San Francisco and other great cities of the earth are to be found.



2,500,000 acres of rich Farming Lands, in the great Snake River Valley, surrounding this new city, producing from 45 to 76 bushels of wheat to the acre, 60 to 140 bushel of oats to the acre, and other crops in proportion.

EXPORTS—100 carloads, 1889; 400 carloads, 1890; 1,200 carloads, 1891; 3,000 carloads, 1892.

POPULATION—Sept. 1, '90, 150; Jan. 1, '91, 400; Jan. 1, '92, 750; Jan. 1, '93, 1,500

WITHIN FIVE YEARS WILL HAVE 20,000 PEOPLE.



Birdseye View of the Snake River Valley, Looking West.

Over \$2,000,000 has been expended during the last three years in building mammoth irrigating ditches in the valley around Idaho Falls.

WATER IS THE GOD OF THE HARVEST.

Business and residence lots in this new city at first prices. Unprecedented opportunity to purchase town lots at low prices, which will increase many times in value. Unequaled opportunities for desirable French, English and German colonies to locate on lands. Finest in America.

126,000 horse power in the rapids of the famous Snake River, where the new city is building; which guarantees it to be a great manufacturing center.

CHICAGO TO IDAHO FALLS

WITHOUT
CHANGE OF CARS
Via.

CHICAGO & NORTHWESTERN AND
UNION PACIFIC RAILROADS.

EMERSON McCaffrey, CORRESPONDENCE
SOLICITED.

CHAMBER OF COMMERCE B'LD'G,

SUITE 604,

CHICAGO, ILLINOIS, U. S. A.

GUSTAFSON & PETERSON,
Pianos, Organs, Picture Frames and Upholstering.
516 Second Street west, Ashland, Wis.

W. B. REA,
Real Estate Broker. City Property and Pine Lands.
309 Second street west, Ashland, Wis.

SHERMAN MURPHY,
Carpenter and Builder, Estimates Furnished.
Ashland, Wis.

HUNTER & STECKBAUER,
Ready Made Clothing and Fine Furnishings.
Iron River, Wis.

S. FIELD & CO.
Fresh and Salt Meats
408 Second street west, Ashland, Wis.

HESSEY & HATTON,
General Merchandise, Dry Goods & Groceries,
Iron River, Wis.

D. L. WIGGINS,
Inspector and Shipper of Lumber, Lath & Shingles,
Shores Block, Ashland, Wis.

JOHN NELSON,
Clothing and Furnishing,
300 Second street west, Ashland, Wis.

C. H. ZIEHLSDORFF,
Merchant Tailor,
204 Second street west, Ashland, Wis.

SMITH & HOPPENYAN,
Undertakers,
109 Third Avenue east, Ashland, Wis.

McCLINTOCK & STRUBLE,
Lumber Inspectors and Shippers,
Shores Block, Ashland, Wis.

G. W. HARRISON & CO.,
Druggists,
404 Second street west, Ashland, Wis.

HEAVENRICH & CO.
Clothing and Furnishing Goods,
Next to Colby House, Ashland, Wis.

BARDON & KELLOGG,
General Merchandise,
323 second street west, Ashland, Wis.

P. J. DULLANTY,
Plumbing, Gas Fixtures,
HOT WATER HEATING.
Fifield Block. Ashland, Wis.

EGAN & CALLAHAN,
Building Contractors.
ESTIMATES FURNISHED.
404 Prentice Ave. Ashland, Wis.

J. W. CARR & CO.
Contracting Masons
AND DEALERS IN BRICK.
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Contractor and Builder.
ESTIMATES FURNISHED.
818 Ellis Ave. Ashland, Wis.

JOHN H. FOSTER,
Contractor and Builder.
ESTIMATES FURNISHED.
Shores Block. Ashland, Wis.

A. DONALD & CO.,
Building Contractors.
ESTIMATES FURNISHED.
1100 Ellis Ave. Ashland, Wis.

CONOVER, PORTER & PADLEY, ARCHITECTS.

Office Second Floor of Knight Block, Cor. Second St. and Ellis Avenue.

Messrs. Allen D. Conover and Lew W. Potter have been established in Madison, this state, many years. In 1887 they opened a branch in this city, and in 1890 Mr. Herace P. Padley was admitted to partnership, and has since had charge of the business here. Among the buildings for which the firm made the plans and superintended the construction in this city and vicinity are the

*HOTEL KNIGHT, FIRST NATIONAL BANK, SECURITY BANK, COUNTY JAIL, COUNTY POOR HOUSE,
NEW VAUGHN BLOCK, BREEN BLOCK,*

and many other private residences in Ashland, all of which are particularly noticeable for elegance of design and harmony of structure. This firm has designed and erected public buildings and private residences in almost every city in the state of Wisconsin. They are at present engaged in designing and superintending a number of residences and business structures in Superior, also in Stevens Point, Rhinelander, Baraboo, Chippewa Falls, and many other towns. They have also been the architects of many of our foremost school-houses through the Northwest, and they furnish plans, specifications, sketches, estimates, and detail drawings on the shortest notice and give superintendence to construction when desired.

J. F. VAN DOOSER.

REAL ESTATE.

Office Second Floor of Knight Block,

Room 209.

Recognized Authority on the values of realty in all Sections of the City and Northern Portion of the State.

Mr. Van Dooser gives personal attention to all branches of the real estate business, makes investments and disposes of holdings for owners. He makes a specialty of pine lands, and has under his control valuable holdings in Northern Wisconsin, which will be disposed of on very reasonable terms. Mr. Van Dooser takes the entire management of estates, pays taxes, secures tenants, collects rents, and buys, sells and manages city, suburban, farm property and pine lands on commission. Reliable and responsible, and all interests intrusted to him are certain to be attended to in the most judicious and trustworthy manner. References, the Northern National Bank, of this city, First National Bank of Rochester, Minn., Hon. O. P. Stearn, Duluth, Minn., C. H. Chadbourn Sons', Investment Brokers, and The Van Dusen, Harrington Co., Grain Dealers of Minneapolis, Minn., A. M. Osmun of Farwell, Osmun & Kirk, St. Paul, Minn., and others.

P. KEENAN

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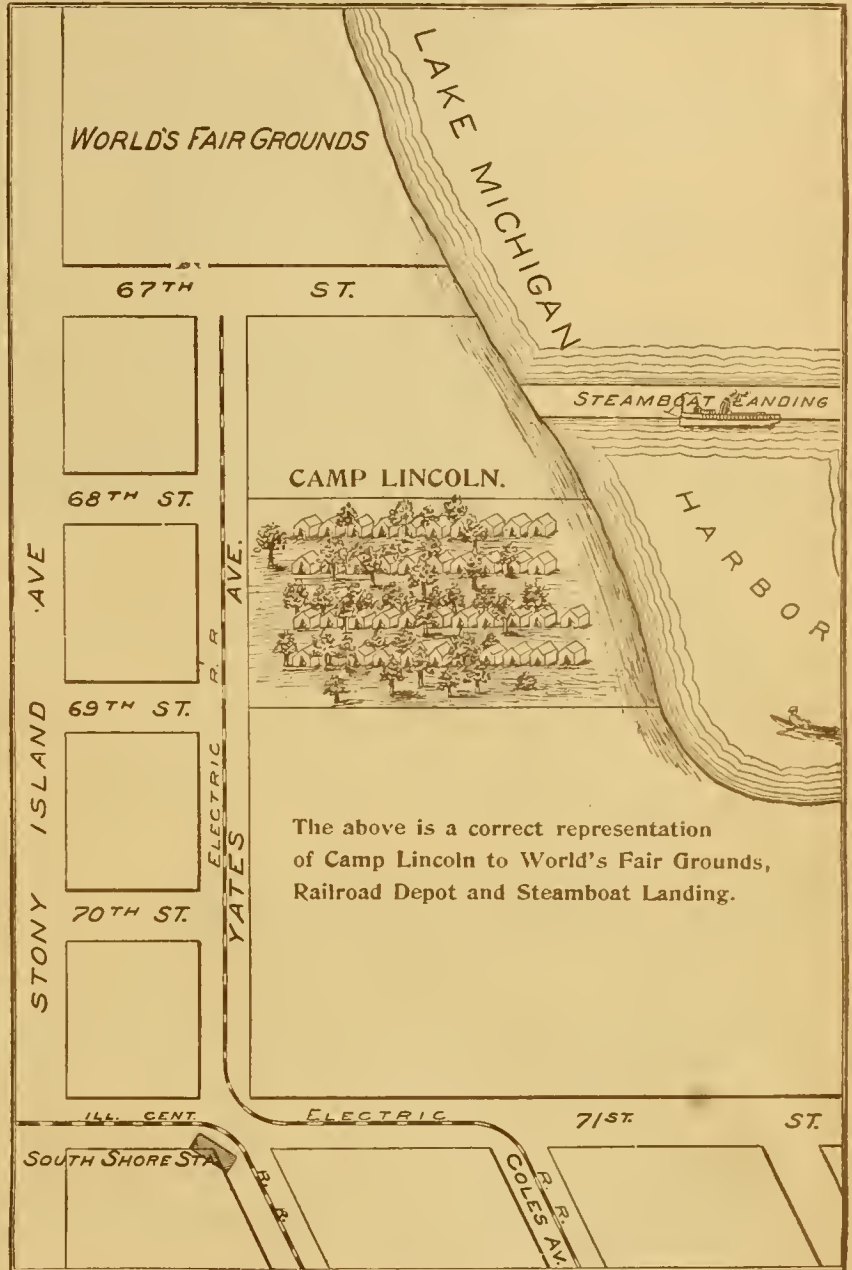
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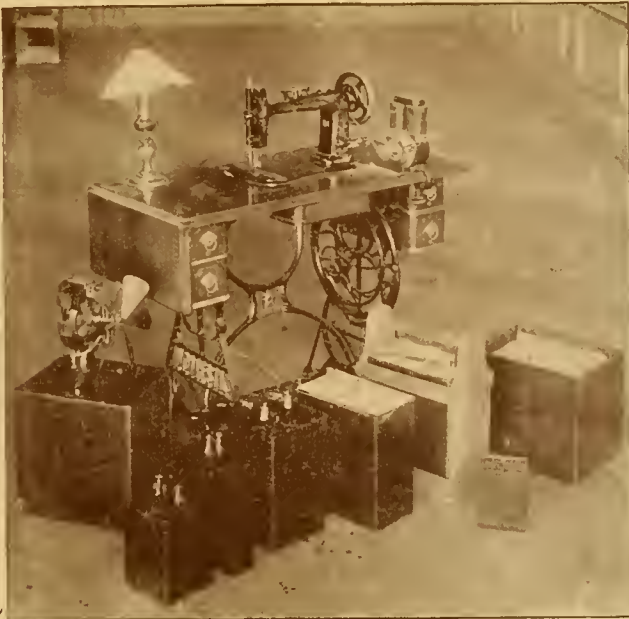
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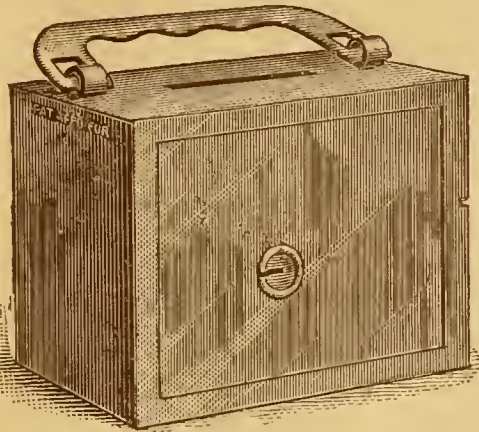
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