

WISCONSIN

This Booklet was compiled by A. R. Hirst, State Highway Engineer, to help you to know and appreciate Wisconsin.

DEDICATED to Wisconsin, not merely an area of land, but a living unit of civilization. Surrounded by a girdle of sparkling waters, endowed and embellished by Nature with lavish hand, with a written history extending back to Mayflower times and a long record of proud accomplishments. Destined to leadership in Agriculture, in Dairying, in Manufactures and as a Pleasure Resort. A wonderful State, and fast growing into further greatness! Here's to thee, Wisconsin!

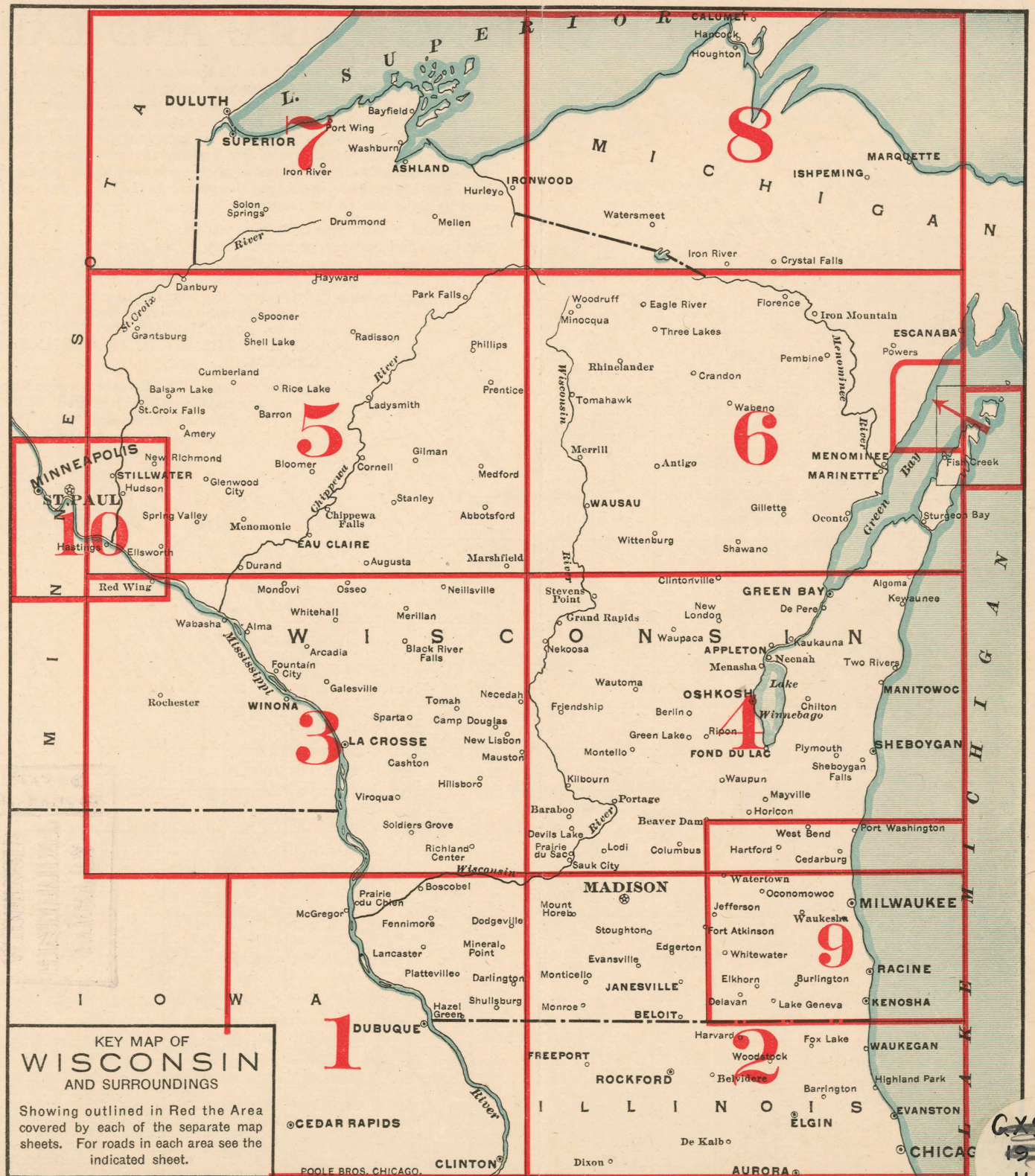
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By the

Wisconsin Highway Commission
Madison, Wisconsin



KEY MAP OF WISCONSIN AND SURROUNDINGS

Showing outlined in Red the Area covered by each of the separate map sheets. For roads in each area see the indicated sheet.

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DISTANCE FINDING TABLE AND EXPLANATION OF ITS USE

ALMA	ABBOTSFORD	ANTIGO	APPLETON	ASHLAND	BARABOO	BARRON	BELOIT	BLACK RIVER FALLS	CHILTON	CHIPPWA FALLS	COLOMA	COLUMBUS	CRANDON	DARLINGTON	DODGEVILLE	DURAND	EAGLE RIVER	EAU CLAIRE	ELKHORN	ELLSWORTH	FENNIMORE	FLORENCE	FOND DU LAC	GALESVILLE	GOTTSAM	GRAND RAPIDS	GREEN BAY	GREEN LAKE	HAYWARD	HAZEL GREEN	HUDSON	HUMBIRD	HURLEY	JANESVILLE	JEFFERSON	KENOSHA	KEWASKUM	KILBOURN	LA CROSSE	LADYSMITH	LAKE GENEVA	MADISON	MANITOWOC	MARINETTE	MARSHFIELD	MENOMONIE	MILWAUKEE	MONROE	MUKWONAGO	NEW LISBON	NIAGARA	OSHKOSH	PLATTEVILLE	PORTAGE	PRAIRIE DU CHIEN	PRENTICE	RACINE	RHINELANDER	ST. CROIX FALLS	SAUK CITY	SAUKVILLE	SCHLESINGERVILLE	SHAWANO	SHEBOYGAN	SPEARTA	SPOONER	STEVENS POINT	STURGEON BAY	SUPERIOR	VIROQUA	WATERTOWN	WAUKESHA	WAUPACA	WAUPUN	WAUSAU	WHITEHALL	WITTENBERG	WONEWOC	WOODRUFF
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TO MEET the demand for a table showing distances between points there has been devised for this year's map the distance finding table shown below. This shows at a glance the short line distances via the State Trunk Highway System, between eighty selected points. These selected points are what may be called the principal distribution centers. They were selected regardless of size, because of their strategic value as concentration points and because of their usefulness in computing mileages. For convenience in finding the points in the table, they are indicated by a red star on the maps.

The method of using this table is as follows:
Desiring to find the distance between two points, first find in the table the second of these points in alphabetical order. Follow the horizontal row of numbers opposite this place to the left until it intersects the vertical column running down the page from the name of the other point. In the square at this intersection is given the distance between the two points **BY THE SHORTEST ROUTE FOLLOWING THE STATE TRUNK HIGHWAY SYSTEM.**

For example. The distance between Milwaukee and Green Bay is desired. Enter the table at Milwaukee, follow its horizontal column to the left until it intersects the Green Bay vertical column and the distance, 124 miles, is given in the square at the intersection.

This is by the shortest route.

If it is desired to find which route this is and also the distance by the most available three routes, proceed as follows: (1) By the Fox River Valley route, in the same general manner, the distance from Milwaukee to Fond du Lac is found to be 66 miles; from Fond du Lac to Green Bay, 70 miles; total 136 miles. (2) The distance from Milwaukee to Manitowoc, 92 miles; from Manitowoc to Green Bay, 37 miles; total 129 miles. (3) The distance from Milwaukee to Chilton, 82 miles, and from Chilton to Green Bay, 42 miles; total 124 miles. The last is the short line distance already found to be the distance between Milwaukee and Green Bay. In like manner, by selecting an intermediate point on any desired route the distance between the two terminal points, via the selected route, can be found.

If the starting point or destination is not at any point from which distances are given in the table, measure on the map the distance from such points to a place which does occur in the table and through which the journey will pass. Then use the table as above, adding the map measured distance to the distances shown in the table. The scale of the maps is approximately: 1 inch equals 12 miles.

These methods of finding distances may appear, at first reading, to be somewhat intricate, but if this description is read carefully the use of the table will be found to be very simple.

Every care has been taken in checking this table but thousands of computations had to be made in preparing it, and doubtless, despite the care taken, there are errors. The distances given will be found in all cases to be quite accurate between adjacent points, but for the longer distances may vary somewhat from the actually found mileage. They are, however, very close approximations, close enough for ordinary touring purposes.

We will appreciate very much if anyone finding an error in this table will notify us so that we may correct the error in following editions.

We believe that this distance finding table is unique in road maps, and that it gives more distance information in more usable form than has previously been given on any highway map.

116	81	88	108	118	128	138	148	158	168	178	188	198	208	218	228	238	248	258	268	278	288	298	308	318	328	338	348	358	368	378	388	398	408	418	428	438	448	458	468	478	488	498	508	518	528	538	548	558	568	578	588	598	608	618	628	638	648	658	668	678	688	698	708	718	728	738	748	758	768	778	788	798	808	818	828	838	848	858	868	878	888	898	908	918	928	938	948	958	968	978	988	998	1008	1018	1028	1038	1048	1058	1068	1078	1088	1098	1108	1118	1128	1138	1148	1158	1168	1178	1188	1198	1208	1218	1228	1238	1248	1258	1268	1278	1288	1298	1308	1318	1328	1338	1348	1358	1368	1378	1388	1398	1408	1418	1428	1438	1448	1458	1468	1478	1488	1498	1508	1518	1528	1538	1548	1558	1568	1578	1588	1598	1608	1618	1628	1638	1648	1658	1668	1678	1688	1698	1708	1718	1728	1738	1748	1758	1768	1778	1788	1798	1808	1818	1828	1838	1848	1858	1868	1878	1888	1898	1908	1918	1928	1938	1948	1958	1968	1978	1988	1998	2008	2018	2028	2038	2048	2058	2068	2078	2088	2098	2108	2118	2128	2138	2148	2158	2168	2178	2188	2198	2208	2218	2228	2238	2248	2258	2268	2278	2288	2298	2308	2318	2328	2338	2348	2358	2368	2378	2388	2398	2408	2418	2428	2438	2448	2458	2468	2478	2488	2498	2508	2518	2528	2538	2548	2558	2568	2578	2588	2598	2608	2618	2628	2638	2648	2658	2668	2678	2688	2698	2708	2718	2728	2738	2748	2758	2768	2778	2788	2798	2808	2818	2828	2838	2848	2858	2868	2878	2888	2898	2908	2918	2928	2938	2948	2958	2968	2978	2988	2998	3008	3018	3028	3038	3048	3058	3068	3078	3088	3098	3108	3118	3128	3138	3148	3158	3168	3178	3188	3198	3208	3218	3228	3238	3248	3258	3268	3278	3288	3298	3308	3318	3328	3338	3348	3358	3368	3378	3388	3398	3408	3418	3428	3438	3448	3458	3468	3478	3488	3498	3508	3518	3528	3538	3548	3558	3568	3578	3588	3598	3608	3618	3628	3638	3648	3658	3668	3678	3688	3698	3708	3718	3728	3738	3748	3758	3768	3778	3788	3798	3808	3818	3828	3838	3848	3858	3868	3878	3888	3898	3908	3918	3928	3938	3948	3958	3968	3978	3988	3998	4008	4018	4028	4038	4048	4058	4068	4078	4088	4098	4108	4118	4128	4138	4148	4158	4168	4178	4188	4198	4208	4218	4228	4238	4248	4258	4268	4278	4288	4298	4308	4318	4328	4338	4348	4358	4368	4378	4388	4398	4408	4418	4428	4438	4448	4458	4468	4478	4488	4498	4508	4518	4528	4538	4548	4558	4568	4578	4588	4598	4608	4618	4628	4638	4648	4658	4668	4678	4688	4698	4708	4718	4728	4738	4748	4758	4768	4778	4788	4798	4808	4818	4828	4838	4848	4858	4868	4878	4888	4898	4908	4918	4928	4938	4948	4958	4968	4978	4988	4998	5008	5018	5028	5038	5048	5058	5068	5078	5088	5098	5108	5118	5128	5138	5148	5158	5168	5178	5188	5198	5208	5218	5228	5238	5248	5258	5268	5278	5288	5298	5308	5318	5328	5338	5348	5358	5368	5378	5388	5398	5408	5418	5428	5438	5448	5458	5468	5478	5488	5498	5508	5518	5528	5538	5548	5558	5568	5578	5588	5598	5608	5618	5628	5638	5648	5658	5668	5678	5688	5698	5708	5718	5728	5738	5748	5758	5768	5778	5788	5798	5808	5818	5828	5838	5848	5858	5868	5878	5888	5898	5908	5918	5928	5938	5948	5958	5968	5978	5988	5998	6008	6018	6028	6038	6048	6058	6068	6078	6088	6098	6108	6118	6128	6138	6148	6158	6168	6178	6188	6198	6208	6218	6228	6238	6248	6258	6268	6278	6288	6298	6308	6318	6328	6338	6348	6358	6368	6378	6388	6398	6408	6418	6428	6438	6448	6458	6468	6478	6488	6498	6508	6518	6528	6538	6548	6558	6568	6578	6588	6598	6608	6618	6628	6638	6648	6658	6668	6678	6688	6698	6708	6718	6728	6738	6748	6758	6768	6778	6788	6798	6808	6818	6828	6838	6848	6858	6868	6878	6888	6898	6908	6918	6928	6938	6948	6958	6968	6978	6988	6998	7008	7018	7028	7038	7048	7058	7068	7078	7088	7098	7108	7118	7128	7138	7148	7158	7168	7178	7188	7198	7208	7218	7228	7238	7248	7258	7268	7278	7288	7298	7308	7318	7328	7338	7348	7358	7368	7378	7388	7398	7408	7418	7428	7438	7448	7458	7468	7478	7488	7498	7508	7518	7528	7538	7548	7558	7568	7578	7588	7598	7608	7618	7628	7638	7648	7658	7668	7678	7688	7698	7708	7718	7728	7738	7748	7758	7768	7778	7788	7798	7808	7818	7828	7838	7848	7858	7868	7878	7888	7898	7908	7918	7928	7938	7948	7958	7968	7978	7988	7998	8008	8018	8028	8038	8048	8058	8068	8078	8088	8098	8108	8118	8128	8138	8148	8158	8168	8178	8188	8198	8208	8218	8228	8238	8248	8258	8268	8278	8288	8298	8308	8318	8328	8338	8348	8358	8368	8378	8388	8398	8408	8418	8428	8438	8448	8458	8468	8478	8488	8498	8508	8518	8528	8538	8548	8558	8568	8578	8588	8598	8608	8618	8628	8638	8648	8658	8668	8678	8688	8698	8708	8718	8728	8738	8748	8758	8768	8778	8788	8798	8808	8818	8828	8838	8848	8858	8868	8878	8888	8898	8908	8918	8928	8938	8948	8958	8968	8978	8988	8998	9008	9018	9028	9038	9048	9058	9068	9078	9088	9098	9108	9118	9128	9138	9148	9158	9168	9178	9188	9198	9208	9218	9228	9238	9248	9258	9268	9278	9288	9298	9308	9318	9328	9338	9348	9358	9368	9378	9388	9398	9408	9418	9428	9438	9448	9458	9468	9478	9488	9498	9508	9518	9528	9538	9548	9558	9568	9578	9588	9598	9608	9618	9628	9638	9648	9658	9668	9678	9688	9698	9708	9718	9728	9738	9748	9758	9768	9778	9788	9798	9808	9818	9828	9838	9848	9858	9868	9878	9888	9898	9908	9918	9928	9938	9948	9958	9968	9978	9988	9998	10008
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NOTE: Approximate Distance to Wisconsin Distribution Centers From Cities in Other States

From Chicago: to Beloit, 107 miles; to Kenosha, 52 miles; to Lake Geneva, 82 miles.

From Dubuque: to Fennimore, 41 miles; to Hazel Green, 12 miles; to Platteville, 21 miles.

From Escanaba: to Florence, 58 miles; to Hurley, 195 miles; to Marinette, 68 miles.

From St. Paul*: to Hudson, 19 miles; to La Crosse (via Rochester), 163 miles; to St. Croix Falls, 49 miles.

*For Minneapolis add 10 miles to St. Paul distance.

Finding Index to Principal Places

The following is an index to over 500 of the principal places in Wisconsin, showing the sheet of these maps on which the place occurs and the numbers of the State Trunk Highways which pass through or nearest to these points. It was impossible to include more places in the space available, but rather than not include this feature it was deemed advisable to show those for which space was available.

Places are listed alphabetically. In the column to the left is the number of the sheet on which the place occurs. Immediately after the name of the place is given the number or numbers of the State Trunk Highways which pass through it. If a State Trunk Highway does not pass through a place but passes close to it, the number of the State Trunk Highway is given with a star, thus: 85*.

Sheet No.	Place and Numbers of State Trunk Highways Passing Through Same	Sheet No.	Place and Numbers of State Trunk Highways Passing Through Same
5	Abbottsford—13—16	4	Campbellsport—55*
4	Ableman—33	3	Camp Douglas—94
6	Abrams—15—38	4	Casco—54—76
4	Ackerville—15	3	Cashton—27—33
4	Adams—13	1	Cassville—105
4	Addison—15	4	Catawba—14
4	Adell—57	3	Cazenovia—58
2	Albany	5	Centuria—14—35
4	Algoma—17—54	4	Cedarburg—57
3	Alma—25—37	4	Cedar Grove—17
3	Alma Center—12	5	Chetek—11
5	Almena—51—14	3	Chaseburg
4	Almond	4	Chilton—57—56
6	Alvin—98	5	Chippewa Falls—11—16
6	Amberg—38	2	Clarno—42
5	Amery—46	2	Clinton—61
4	Amherst—18	4	Clintonville—22—39
4	Aniwa—39	1	Cobb—19
6	Antigo—39—47—64	3	Cochrane—25
4	Appleton—15—47—122—18	5	Colby—13—16
3	Arcadia—53—93	3	Coleman—38
2	Arena—11	5	Colfax
2	Argyle—81—65	4	Coloma—10
4	Arlington—10—60	4	Columbus—29—31—60—107
4	Arpin—13	6	Commonwealth—69—14*
7	Ashland—10—13—112	5	Conrath
4	Askeaton—57—18	3	Coon Valley—11
5	Athens	3	Cornell—43—64
4	Auburndale—18	6	Crandon—14—32
5	Augusta—12	6	Crivitz—38
4	Aurorahville—21—49	1	Cuba City—80
1	Avoca	2	Cudahy—15
5	Baldwin—12	5	Cumberland—51
5	Balsam Lake—14	5	Curtiss—16*
3	Bangor—21	4	Dale—18
4	Baraboo—12—33—123	5	Dallas
2	Barneveld—19	5	Danbury—35*
5	Barron—25—14	2	Darien—89—61
5	Barronett—51	1	Darlington—62—65
4	Barton—55	6	Deerbrook—39
7	Bayfield—13	2	Deerfield
4	Beaver Dam—31—118	5	Deer Park—46
4	Belgium—17*	4	De Forest—10*
2	Belleville—42	3	Delafield
1	Belmont—65—28	2	Delavan—20—50—61
2	Beloit—10—61	4	Denmark—96—16
7	Benoit—112	4	De Pere—15—57
1	Benton—20	3	De Soto—101
4	Berlin—49	4	Devils Lake—123
7	Bibou—24	1	Dodgeville—19—28
5	Birchwood	5	Dorchester—13*
6	Biramwood—39—16	2	Dousman—41
4	Black Creek—47—54	5	Draper—70
2	Black Earth—11	5	Dresser Junction—35
3	Black River Falls—12—52	7	Drummond—24
3	Blair—109—11	5	Durand—25—34—85
2	Blanchardville—81	2	Eagle—59—67—99
5	Bloomer—64—11	5	Eagle Point—11
1	Bloomington—65	6	Eagle River—32—63—70
2	Blue Mounds—19	4	Easton—13
1	Blue River—60*	2	East Troy—61
6	Bonduel—16—47	5	Eau Claire—11—12—37
1	Boscobel—30—60*	4	Eden—55
5	Boyd—16	2	Edgerton—100
4	Brandon—103—49	1	Edmund—19
6	Breed—32	6	Egg Harbor—17
4	Brillion—57—18	6	Eland—39—16
2	Brodhead—20—104—61*	6	Elcho—39
2	Brooklyn—10*	4	Elkhart—57
2	Browntown—20*	2	Elk River—12—20—61
5	Bruce—14—40	5	Elk Mound
7	Brule—10	5	Ellsworth—34—45
6	Brussels—78	6	Elmhurst—39
2	Burlington—36—20—72	3	Elroy—71—94
5	Butternut—13	6	Embarrass—22
7	Cable—24	4	Endeavor—10
5	Cadott—16—43	6	Ephraim—17
4	Cambria—33*	3	Ettrick—11
2	Cambridge—12	2	Evansville—10—104
5	Cameron—11—14	3	Fairchild—12

Free Camp Sites indicated thus—* Adams

Sheet No.	Place and Numbers of State Trunk Highways Passing Through Same
4	Fairwater—103
5	Fall Creek—12
1	Fennimore—19—30
5	Fifield—13
6	Fish Creek—17
6	Flambeau
6	Florence—14—69
4	Fond du Lac—15—23—31—55—56
2	Fontana—89*
2	Footville
4	Forest Junction
6	Forestville—17
2	Fort Atkinson—12—26—106
3	Fountain City—25—53
4	Fox Lake—33—118
4	Francis Creek—16
2	Frederic—35
4	Fredonia—57*
4	Fremont—18
5	Friendship—13
4	Galesville—11—25
3	Gays Mills
2	Genesee—59—83
3	Genoa
4	Genoa Junction—12
7	Gillett—22—32
5	Gilman—64
4	Glenbeulah—23
5	Glen Flora—14
4	Glenwood—79
7	Glidden—13
6	Gotham—11—16
4	Grafton—57
2	Grand Rapids—13—66—73†
3	Grant—18
5	Grantsburg—70
6	Granville—74
1	Gratiot—20—117
4	Green Bay—15—16—54—57
4	Greenbush—23
5	Green Lake—23—49
6	Green Valley—32
7	Greenwood—86
4	Hancock—10
5	Hammond—12
4	Hartford—29—119
5	Hartland—19—74
7	Hawthorne—11
6	Hayward—24
5	Hazel Green—20—80
6	Hazelnut—10
2	Hersey—12
4	Hilbert—114
3	Hiles—32
6	Hillsboro—33—82
5	Hixton—84—109
3	Holcombe—43
5	Holmen—11
4	Holy Hill
4	Horicon—26
4	Hortonville—39
6	Hubbleton—19
5	Hudson—12—45
3	Humbird—12—18
6	Hunting—39
2	Hurley—10—77
2	Hustisford—29
1	Hustler—12—21—94
3	Independence—53—88
5	Ingram—14
6	Iola—87
2	Iron Belt—77
6	Iron Mountain—67
4	Iron Ridge—67
3	Iron River—10
4	Ixonia—19
4	Jackson—55*
6	Jacksonport
2	Janesville—10—20—26—100
2	Jefferson—26—41—107
2	Johnson Creek—26
2	Juda—20
4	Junction City—18—73
2	Juneau—26—118
4	Kaukauna—15—18
5	Kennan—14
2	Kenosha—15—50
5	Keshena—47
4	Kewaskum—26—55
4	Keweenaw—17
4	Kiel—48
4	Kilbourn—12—13—29
4	Kimberly—15*
5	Knapp—12

† Now Wisconsin Rapids

Sheet No.	Place and Numbers of State Trunk Highways Passing Through Same
6	Knowlton—10—73
6	Lac du Flambeau
3	La Crosse—11—21—33
5	Ladysmith—14—43
3	La Farge—82
2	Lake Geneva—12—36—50
2	Lake Mills—107
1	Lancaster—30—65
6	Langlade—64
6	Laona—14—32
3	La Valle—33—58
6	Lena—38
6	Little Suamico—15*
1	Livingston—80
4	Lodi—60
4	Lodgepole—28
2	Lomira—15
2	London
4	Lone Rock—60*
4	Lowell—29
5	Luck—35
4	Luxemburg—54
2	Madison—10—11—12—19
2	Maiden Rock
4	Manawa—22
4	Manchester—44—103
7	Manitowish—10
4	Manitowish—16—17—18—56
6	Marathon—16*
4	Marblehead—55
4	Maribel
6	Marinette—15—64
6	Marion—39
4	Markesan—103
2	Marshall—19
5	Marshfield—13—18—97
5	Martell—79
6	Mattson
3	Mauston—12—71
4	Mayville—26—67
2	Mazomanie—11
5	Medford—13—64
6	Medina—18
7	Mellen—13—77
4	Melrose—52—108
4	Menasha—15—114
2	Menomonee Falls—15—74
5	Menomonie—12—25
1	Mercer—10
6	Merrill—10
3	Merrillan—12*
4	Merrimac
2	Merton—74
4	Milladore—18
3	Millston—12
5	Milltown—35
2	Milton—26**99
3	Milton Junction—26—99
2	Milwaukee—15—17—19—36—41—57—61
1	Mineral Point—28—62
4	Minnesota Junction—26—118
6	Minocqua—10
4	Mondovi—34—37
5	Monico—14—39
6	Monroe—20—42—65
2	Montello—23
2	Montfort—19—80
1	Monticello—42
4	Morrisonville—10*
5	Mosinee—10
2	Mt. Horeb—19—81
6	Mountain—32—64
4	Mukwonago—61—83
4	Muscoda—60**115**
3	Necedah—21
4	Neenah—15—114
3	Neillsville—18—86
4	Nekoosa—13
3	Nelson—25
5	Neopit—47
4	Neosho—67
4	Neshkoro
2	Neshotah—19
5	New Auburn—11
6	Newbold—39
2	New Glarus—42
4	New Holstein—48—57
3	New Lisbon—12—21
4	New London—39—54
2	New Munster—15—72
5	New Richmond—46—64
4	Newton—17
4	Niagara—38
6	North Cranston—32

Free Camp Sites indicated thus—* Neenah

Sheet No.	Place and Numbers of State Trunk Highways Passing Through Same
4	North Fond du Lac—15
1	North Freedom—33*
2	North Milwaukee—57*
3	Norwalk
7	Oakfield
5	Oconomowoc—19—67
6	Oconto—15—22
2	Oconto Falls—22
7	Odanah—10
4	Ogdensburg
5	Ogema—13
1	Omro—21
3	Onalaska—11
3	Ontario—33—102
4	Oostburg—17
2	Oregon—10
2	Orfordville—20
6	Osceola—35
4	Oshkosh—15—21—91—95
3	Osseo—11—84
5	Owen—16
6	Oxford
2	Packwaukee—10
2	Palmyra—90—99
2	Paoli—42
7	Pardeeville—33*
5	Park Falls—13
3	Pelican Lake—14—39
6	Pembine—38
4	Pepin
6	Peshtigo—15
6	Pewaukee—19
3	Phillips—13—111
6	Plover—47
3	Pittsville
6	Plain—28
4	Plainfield—10—73
5	Platteville—28—65—80
3	Plover—10—66
4	Plymouth—23—57
3	Polar—64
4	Portage—10—29—33
3	Port Edwards—13
4	Port Washington—17—68
7	Port Wing—13
1	Potosi—30*
7	Poynette—10
1	Prairie du Chien—19—60—27
4	Prairie du Sac—12—60
5	Prairie Farm
2	Prentice—13—14
5	Prescott—34
3	Princeton—23
6	Pulaski—16—32
3	Racine—15—20
6	Radisson—43—70
5	Randolph—33*
2	Random Lake—57
3	Readstown—11—30
4	Redgranite—21
2	Reedsburg—28—33
4	Reeseville—29*
4	Rhineland—14—63—39
6	Rib Falls—16
6	Rib Lake—13*
5	Rice Lake—11
2	Richelard Center—11—115
2	Ridgeway—19
1	Rio—29
5	Ripon—23—49—91
2	River Falls—45
4	Roberts—12—46
5	Rochester—20—36
3	Rosendale—23
4	Royalton—54
4	Rudolph—73
3	St. Croix Falls—14—35
4	St. Nazianz
4	Sauk City—12—60
2	Saukville—57—68
3	Sarona
7	Saxon—10
2	Scandinavia—87
4	Schlesingerville—29—15†
2	Sextonville—11—58
4	Seymour—54
3	Sharon
6	Shawano—16—22—47
5	Sheboygan—17—26—23
4	Sheboygan Falls—26—23
3	Shell Lake—51
6	Sheridan—18
4	Sherry—18
4	Sherwood—114—120
4	Shiocton—54

† Now Slinger

Sheet No.	Place and Numbers of State Trunk Highways Passing Through Same
1	Shullsburg—20
3	Shinsinawa—20*
6	Sobieski—15
3	Soldiers Grove—30
7	Solon Springs—11
5	Somerseset—64—35
2	South Milwaukee—15
2	South Wayne—20
3	Sparta—21—27
5	Spencer—13
1	Ogema—13
5	Omro—21
5	Onalaska—11
5	Ontario—33—102
5	Oostburg—17
5	Oregon—10
6	Orfordville—20
6	Osceola—35
4	Oshkosh—15—21—91—95
3	Osseo—11—84
5	Owen—16
6	Oxford
2	Packwaukee—10
2	Palmyra—90—99
2	Paoli—42
7	Pardeeville—33*
5	Park Falls—13
3	Pelican Lake—14—39
6	Pembine—38
4	Pepin
6	Peshtigo—15
6	Pewaukee—19
3	Phillips—13—111
6	Plover—47
3	Pittsville
6	Plain—28
4	Plainfield—10—73
5	Platteville—28—65—80
3	Plover—10—66
4	Plymouth—23—57
3	Polar—64
4	Portage—10—29—33
3	Port Edwards—13
4	Port Washington—17—68
7	Port Wing—13
2	Potosi—30*
7	Poynette—10
1	Prairie du Chien—19—60—27
4	Prairie du Sac—12—60
5	Prairie Farm
2	Prentice—13—14
5	Prescott—34
3	Princeton—23
6	Pulaski—16—32
3	Racine—15—20
6	Radisson—43—70
5	Randolph—33*
2	Random Lake—57
3	Readstown—11—30
4	Redgranite—21
2	Reedsburg—28—33
4	Reeseville—29*
4	Rhineland—14—63—39
6	Rib Falls—16
6	Rib Lake—13*
5	Rice Lake—11
2	Richelard Center—11—115
2	Ridgeway—19
1	Rio—29
5	Ripon—23—49—91
2	River Falls—45
4	Roberts—12—46
5	Rochester—20—36
3	Rosendale—23
4	Royalton—54
4	Rudolph—73
3	St. Croix Falls—14—35
4	St. Nazianz
4	Sauk City—12—60
2	Saukville—57—68
3	Sarona
7	Saxon—10
2	Scandinavia—87
4	Schlesingerville—29—15†
2</	

EXPLANATION OF MAPS

Solid Wide Red Lines show the State Trunk Highway System as it will be maintained for travel in 1921. The number in the circle is the number of that especial State Trunk Highway. The same number is displayed on the road itself in the official marker shown below, also on the mile posts and signs.

Dotted Wide Red Lines show the portions of the State Trunk Highway System not to be maintained in 1921. These portions will be constructed and opened for travel as rapidly as circumstances permit.

Especial Note. In some cases the State Trunk Highway route to be traveled in 1921 is not on the State Trunk Highway System as officially laid out and as it will be finally built. To avoid confusing the map the final route is not shown where a nearby parallel route, temporarily serving the same travel, is to be maintained in 1921.

Solid Narrow Red Lines show principal secondary highways which the counties have guaranteed to patrol maintain in 1921. Many, if not all, of the County Trunk Highways will be thoroughly marked by the counties with the standard county trunk highway marker in 1921.

Dashed Narrow Red Lines show principal secondary highways maintained solely by the local units of government.

General Note. In selecting a route for travel, if a direct or moderately direct State Trunk Highway is available, it should be used. If no direct State Trunk Highway is offered, if available, select a County Trunk Highway. Many of the other secondary highways are in good condition, but are not generally patrol maintained or marked and are not as reliable as the state or county trunk patrolled and marked systems.

Red Star indicates location of a distribution point from which the distances to seventy-nine other distribution points in the state are given. See pages 4, 5, and 6 of this booklet for explanation.

Green Circle locates point of historic interest. See pages 37, 38, and 39.

Green Cross locates point of scenic interest. See pages 40 and 41.

Green Triangle locates Indian mounds and Indian village sites. See page 41.

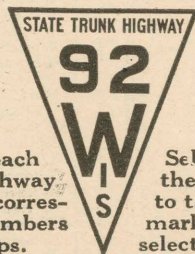
Green Square locates points of industrial interest. See page 42.

Green Star locates state properties, parks, and institutions. See page 43.

Green "C" indicates that a free public camping site is maintained by the locality. See also index pages 7, 8, 9 and page 42.

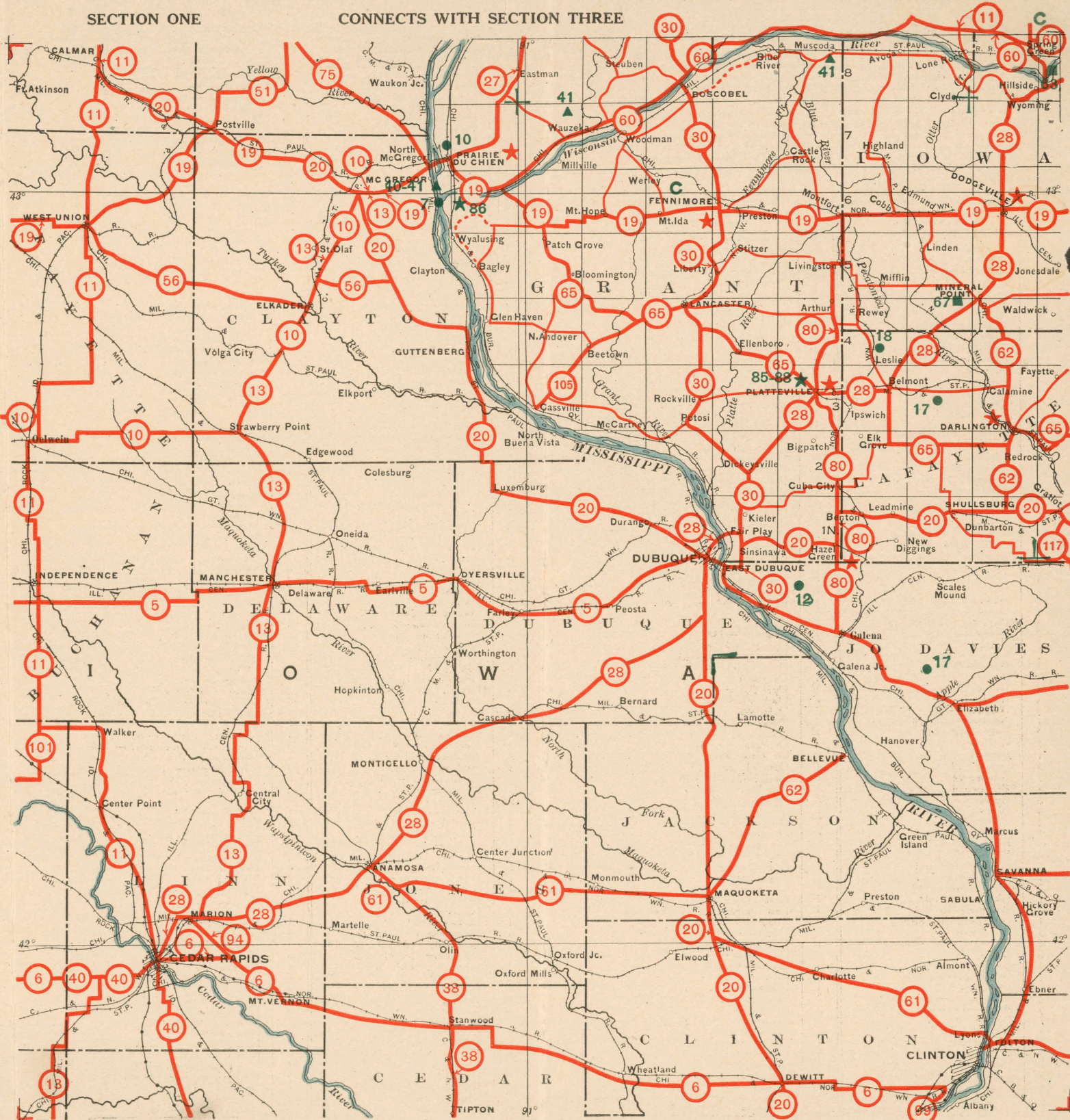
Scale of all sheets of this map is approximately one inch equals twelve miles, except the large scale map of the Milwaukee section, the scale of which is approximately one inch equals eight miles.

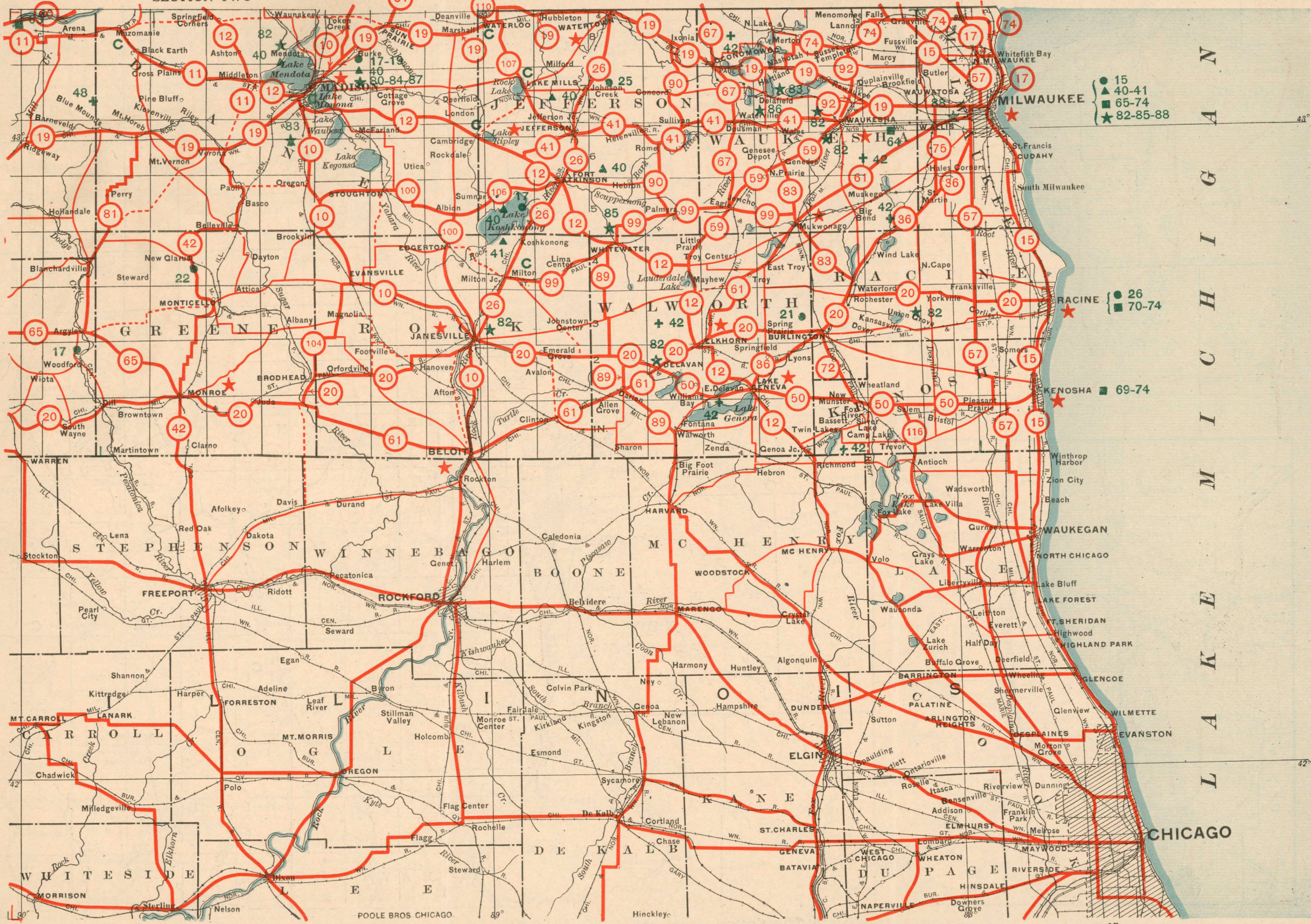
OFFICIAL MARKER



The markers on each State Trunk Highway are numbered to correspond with the numbers shown on the maps.

Select from the maps the route you wish to take and follow the markers showing the selected numbers.

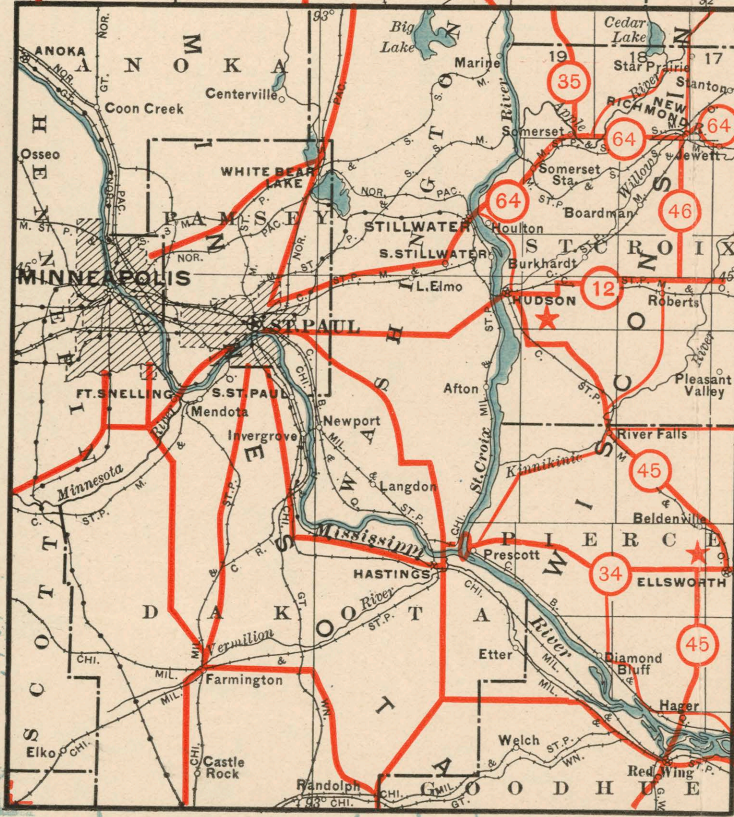
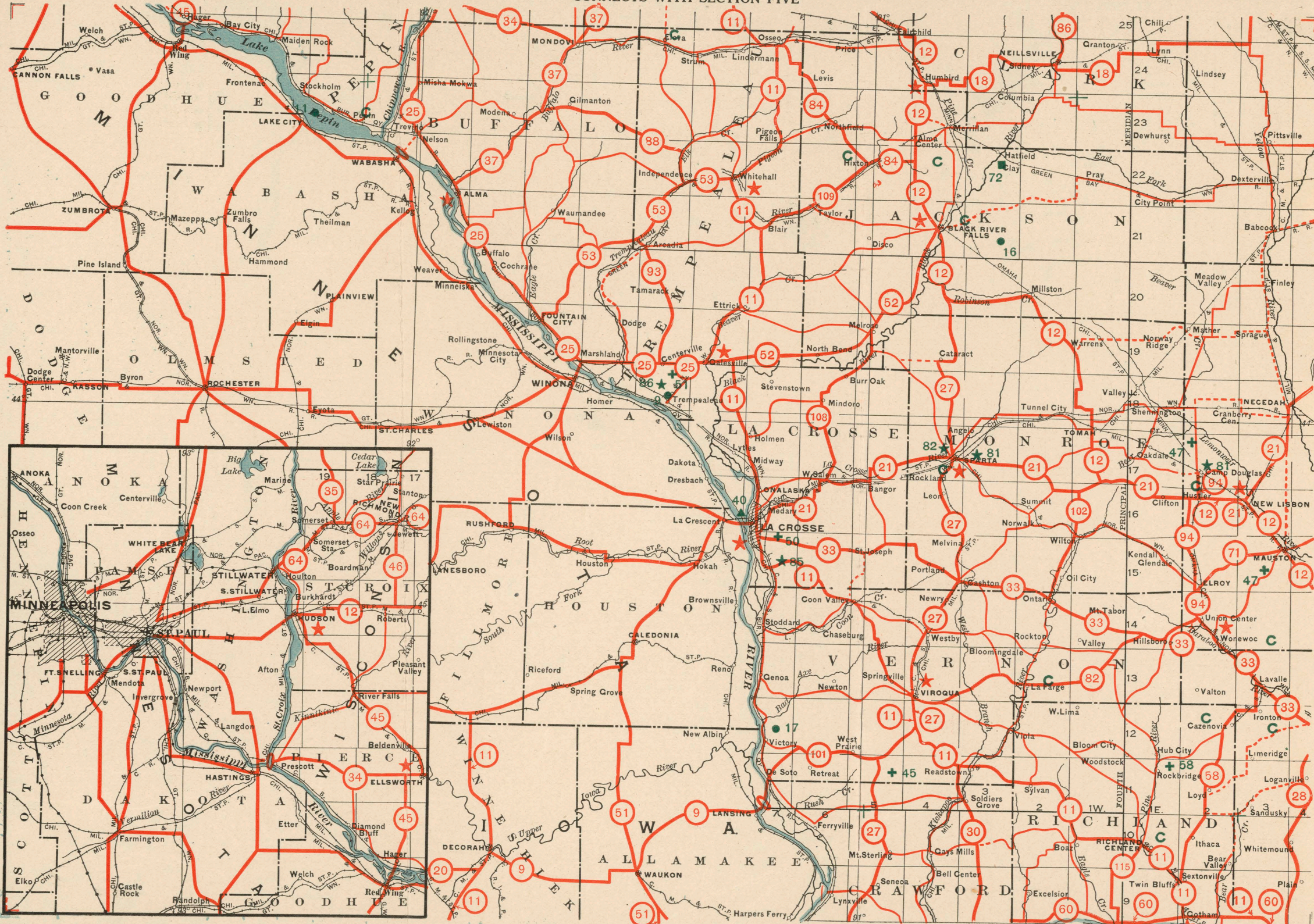


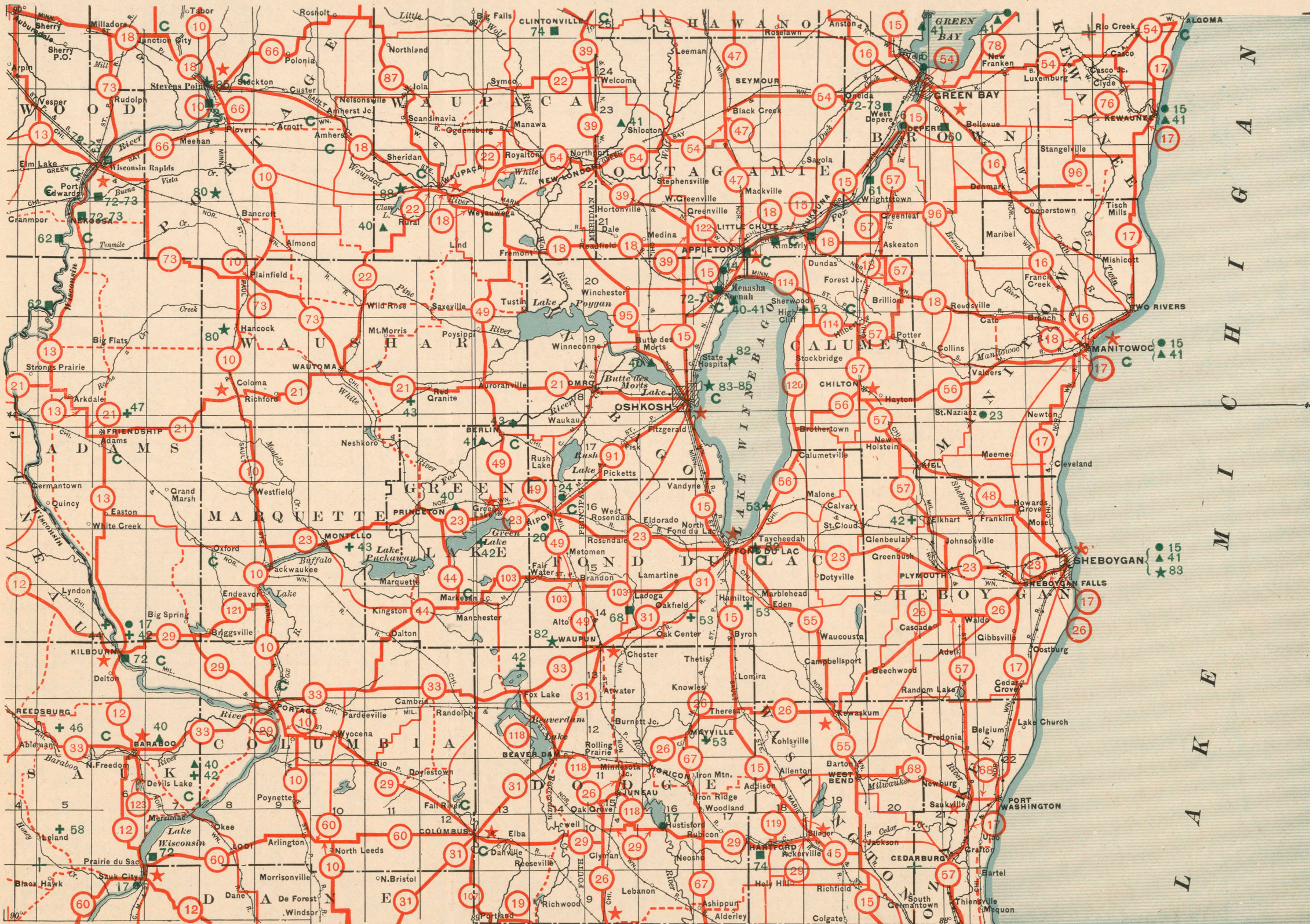


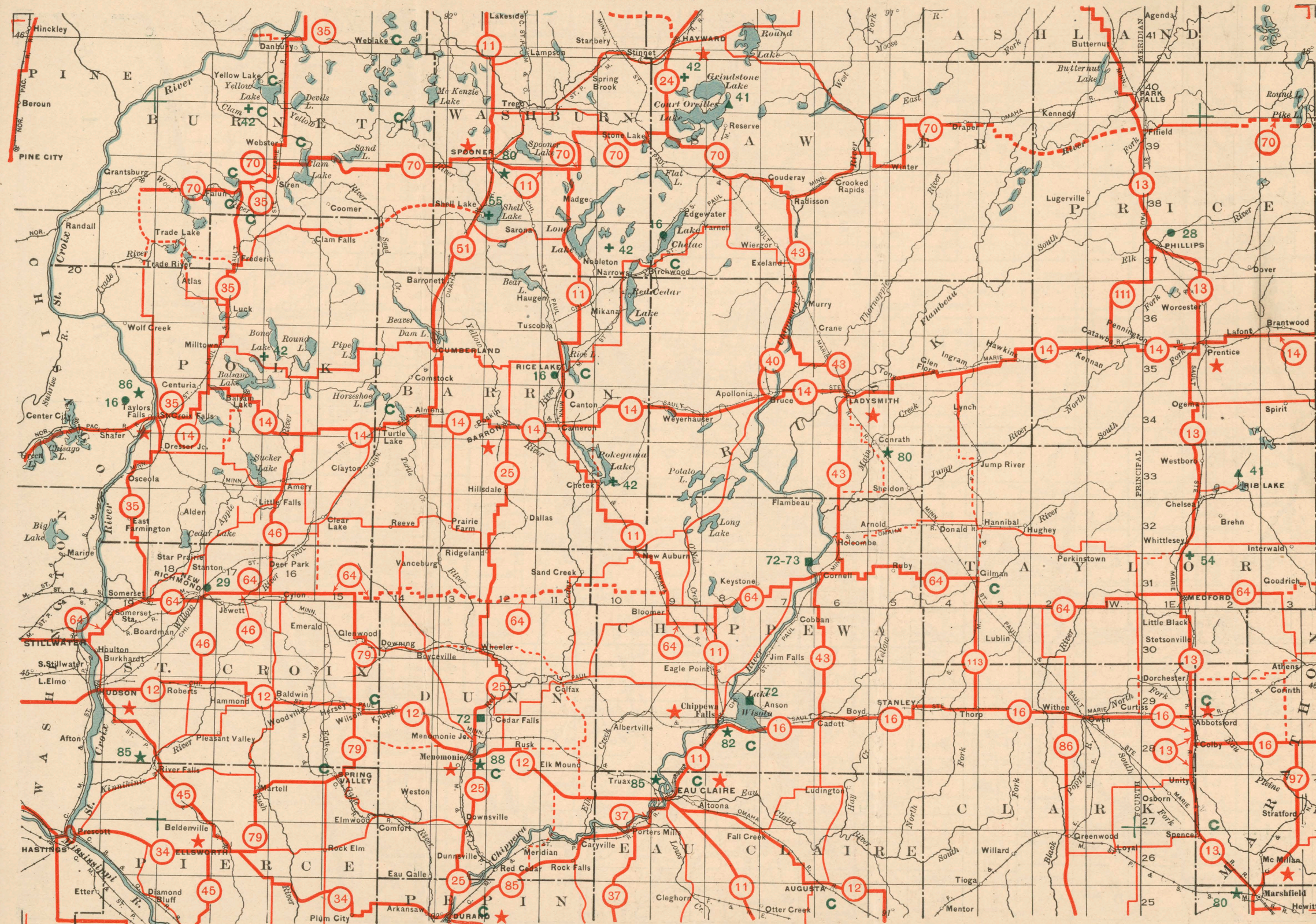
● 15
 ▲ 40-41
 ■ 65-74
 ★ 82-85-88

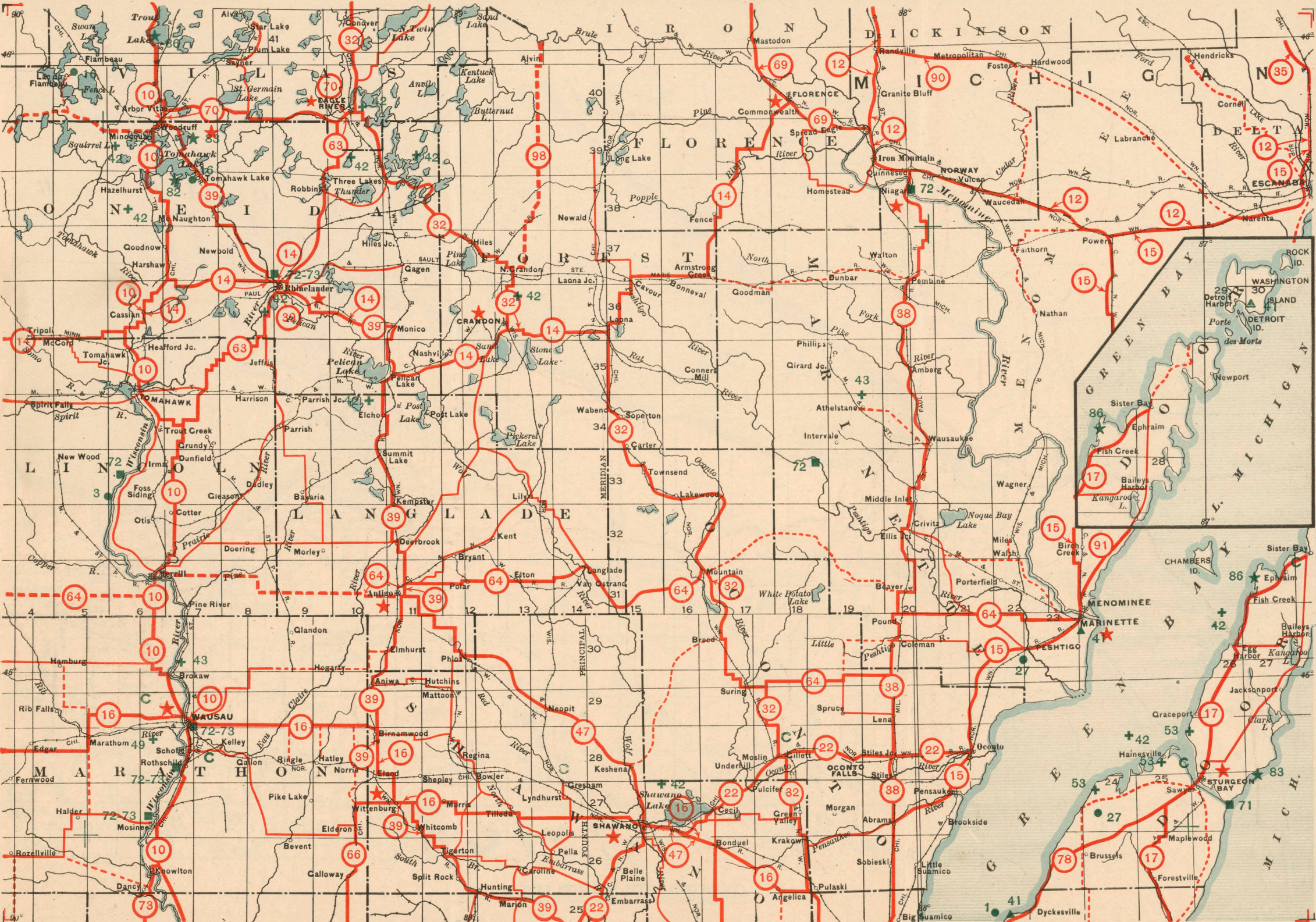
● 26
 ■ 70-74

L A K E M I C H I G A N

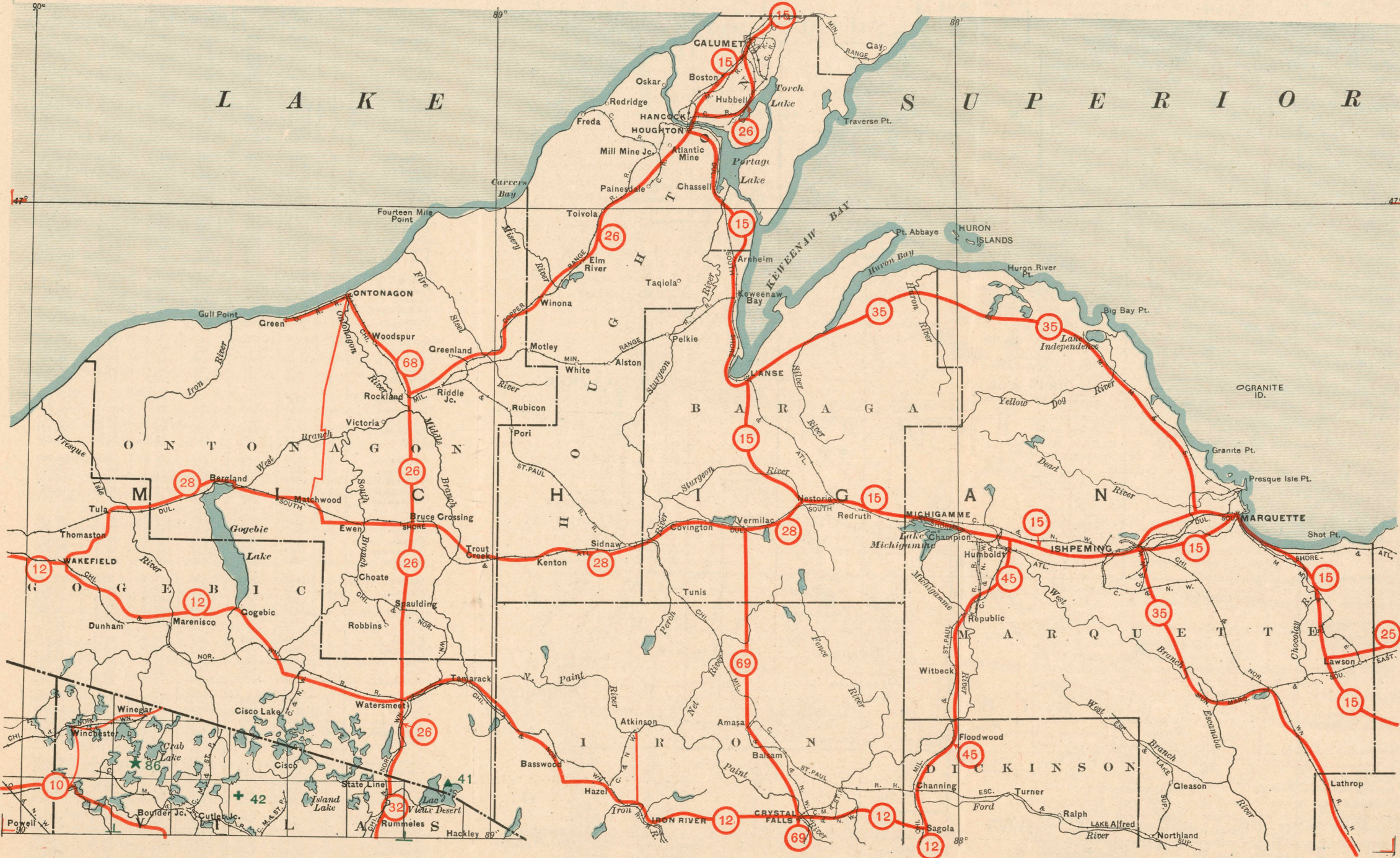






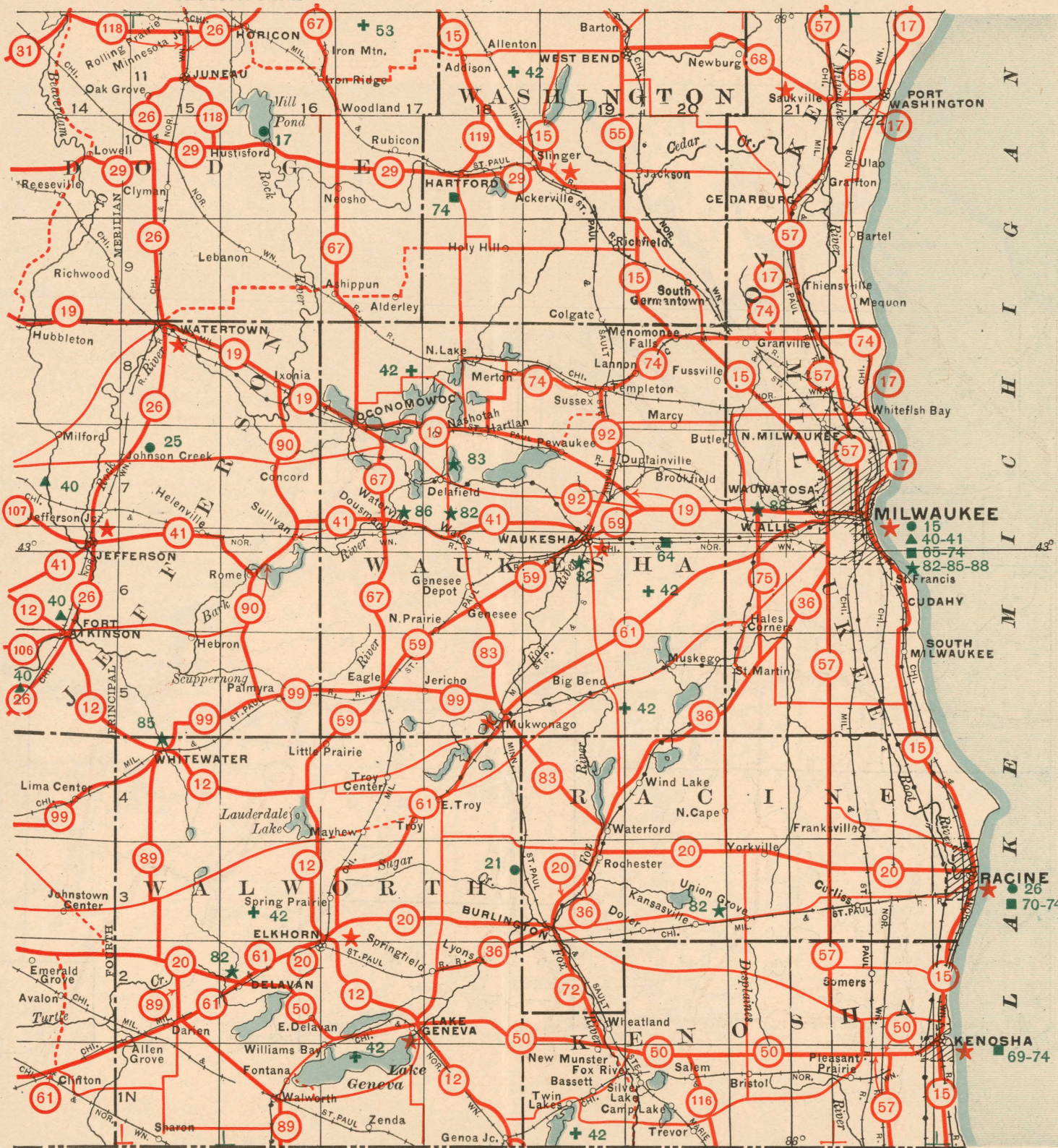


SECTION EIGHT



CONNECTS WITH SECTION SIX

SECTION NINE



COUNTIES OF WISCONSIN

County	On Map Section No.	Date County Created	Area Square Miles	All Public Highways Mileage	State Trunk Highways Miles	Population Thousands 1920	Valuation 1920 Thousands
Adams	4	1848	684	1,114	78.0	9.3	12,054
Ashland	7	1860	1,058	528	91.5	24.5	27,670
Barron	5	1859	902	616	102.9	34.3	53,452
Bayfield	7	1845	1,509	924	139.0	17.1	30,108
Brown	4	1818	538	1,073	128.3	61.9	89,393
Buffalo	3	1853	702	1,007	109.8	15.6	31,635
Burnett	5	1856	889	1,211	72.0	10.7	14,697
Calumet	4	1836	317	637	90.2	17.2	40,343
Chippewa	5	1845	1,031	1,323	119.2	36.5	57,193
Clark	5	1853	1,232	1,657	114.5	35.2	59,428
Columbia	4	1846	798	1,342	148.4	30.5	69,196
Crawford	3	1818	585	1,083	88.1	16.8	29,363
Dane	2	1836	1,241	2,259	211.5	89.4	226,297
Dodge	4	1836	902	1,591	170.2	49.7	122,635
Door	6	1851	466	981	61.3	19.1	26,633
Douglas	7	1854	1,349	1,062	96.0	49.7	80,832
Dunn	5	1854	854	1,488	108.4	27.0	50,561
Eau Claire	5	1856	667	1,010	86.0	35.7	50,584
Florence	6	1882	510	232	34.4	3.6	5,978
Fond du Lac	4	1836	716	1,296	148.0	56.1	101,112
Forest	6	1885	1,054	402	107.1	9.9	17,326
Grant	1	1836	1,182	2,071	195.0	39.0	98,624
Green	2	1858	576	1,069	76.7	21.6	63,806
Green Lake	4	1858	383	569	56.0	14.9	32,624
Iowa	1	1829	762	1,141	82.2	21.5	65,668
Iron	7	1893	797	214	73.0	10.3	15,532
Jackson	3	1853	1,012	1,487	100.5	17.7	29,682
Jefferson	2	1836	581	908	142.4	35.0	76,796
Juneau	3	1856	782	1,235	86.6	19.2	27,158
Kenosha	2	1850	273	487	55.8	51.3	82,417
Kewaunee	4	1852	336	725	69.0	16.1	30,149
La Crosse	3	1851	480	722	84.0	44.3	63,334
La Fayette	1	1846	627	1,146	108.8	20.0	63,213
Langlade	6	1879	868	758	86.2	21.5	28,321
Lincoln	6	1874	908	764	88.4	21.0	29,655
Manitowoc	4	1836	594	1,277	94.8	51.6	89,708
Marathon	6	1850	1,552	2,267	140.5	65.3	95,863
Marinette	6	1879	1,439	1,343	100.6	34.5	34,517
Marquette	4	1836	464	753	49.8	10.4	16,839
Milwaukee	2	1843	242	513	83.0	538.5	847,072
Monroe	3	1854	920	1,373	124.0	28.7	45,127
Oconto	6	1851	1,118	1,172	145.7	27.1	31,998
Oneida	6	1885	1,235	754	156.1	14.0	20,211
Outagamie	4	1851	654	1,158	107.0	55.1	86,628
Ozaukee	4	1853	237	496	60.5	16.3	33,676
Pepin	3	1858	240	420	34.9	7.5	12,543
Pierce	5	1853	586	1,232	87.2	21.7	41,028
Polk	5	1853	959	1,662	89.8	26.9	45,592
Portage	4	1836	819	1,378	124.7	33.6	36,306
Price	5	1879	1,278	866	132.7	18.5	22,537
Racine	2	1836	338	607	70.0	79.0	136,516
Richland	3	1842	592	1,194	88.0	19.8	47,515
Rock	2	1836	720	1,309	142.0	66.1	127,997
Rusk	5	1901	921	915	87.0	16.4	21,194
St. Croix	5	1840	711	1,403	125.5	26.1	52,377
Sauk	4	1840	851	1,571	136.8	32.5	71,243
Sawyer	5	1883	1,380	614	102.0	8.2	14,019
Shawano	6	1853	1,160	1,436	164.0	34.0	44,972
Sheboygan	4	1836	515	1,122	107.2	60.0	106,836
Taylor	5	1875	985	921	80.5	18.0	23,807
Trempealeau	3	1854	747	1,243	126.5	25.0	44,187
Vernon	3	1851	797	1,631	130.0	29.3	51,641
Vilas	8	1893	1,048	446	89.2	5.6	8,590
Walworth	2	1836	576	1,076	141.6	29.3	78,083
Washburn	5	1883	863	1,060	99.6	11.4	16,459
Washington	4	1836	447	946	72.8	25.7	55,532
Waukesha	2	1846	585	1,120	167.6	42.6	81,336
Waupaca	4	1851	772	1,495	137.1	34.2	53,916
Waushara	4	1851	649	1,319	119.2	16.7	24,884
Winnebago	4	1840	489	848	77.0	63.8	97,728
Wood	4	1856	804	1,208	92.0	34.6	48,752
Totals			*55,858	77,280	7,496.5	2,630.9	4,570,699

*Water area 208 square miles, giving total area 56,066 square miles.

A BRIEF HISTORY OF WISCONSIN

(The following brief history and the locations of the historic points shown on the map and described in the "Index to Historic Points" are derived largely from the publications of the State Historical Society, Madison, Wis.)

SOVEREIGNTY over the soil of Wisconsin has been exercised by four great nations—Spain, France, England, and the United States. The jurisdiction of Spain, however, was theoretical, Wisconsin in the sixteenth century being an unvisited and unknown portion of Spain's American empire. Actual occupation of the territory embraced in modern Wisconsin was first undertaken by the French. In 1634 the explorer Nicolet, intent on finding a route to the Western Sea, visited the shores of Green Bay. (Settlement at Jamestown, Va., 1607; landing at Plymouth Rock 1620). A generation later French exploration and occupation began in earnest. Mission and trading stations were established on the shores of Lake Superior, Lake Michigan, and Green Bay by Radisson, Menard, Perrot, Duluth, Allouez, Le Sueur, St. Pierre, and others; while in 1673 the Fox-Wisconsin water route to the Mississippi was used by the explorers Joliet and Marquette.

Thereafter, for three-quarters of a century, the French maintained a precarious hold upon the allegiance of the Wisconsin Indians. This sovereignty of France over Wisconsin was broken for all time, however, when England defeated her in the great Seven Years' War, 1756-63. By the treaty of Paris, which closed this war, all the territory of France east of the Mississippi was ceded to England, while all west of the great river went to Spain.

England's nominal domination over Wisconsin, beginning thus in 1763, was of short duration, for by the treaty of 1783, which closed the Revolutionary War, the new United States were awarded the territory south of the Great Lakes and east of the Mississippi.

Wisconsin tribesmen and white inhabitants participated in this war as they had in the Revolution, in the Seven Years' War, and in other earlier international struggles, first with the French against the English and later with the English against the United States.

Determined to take effective possession of the Northwest, the United States, in 1816, established garrisons at such strategic points as Mackinac, Green Bay, Prairie du Chien, and Chicago. By successive treaties during the early nineteenth century, the legal title to the soil of Wisconsin was acquired from the Indians. The opening of the Erie Canal in 1825, followed by the Black Hawk War in 1832, prepared the way for the first great rush of American settlement into Wisconsin. Prior to this, for governmental purposes, the region had been attached successively to the territories of Indiana, Illinois, and Michigan.

In 1836, Wisconsin Territory was established by Congress, and twelve years later (1848) the State of Wisconsin was admitted into the Union, being the thirtieth state admitted. The capital of the new territory was first located at Old Belmont, in Lafayette County, but late in 1836 the present site of Madison was designated as the future seat of state government, and the second territorial assembly met there in November, 1837. Three capitols have been erected on the site of the present home of the state government. The present capitol (commenced 1907, completed 1917) is one of the finest and most artistic public buildings in America.

INDEX TO HISTORIC POINTS IN WISCONSIN

(A green circle on the map, with an adjacent green number, indicates a spot or locality of historic interest. The same numbers appear in the following index and are followed by a brief description of the indicated feature.)

FRENCH REGIME, 1634-1763

1. Jean Nicolet, sent by Champlain, landed near Green Bay, at Red Banks, 1634. The Indians welcomed him as the god of lightning. Nicolet was the first white man to visit Wisconsin. Tablet marks spot.
2. Portage. Radisson and Grosseilliers probably portaged here from the Fox to the Wisconsin River in 1655. They may have reached the Mississippi. Marquette and Joliet portaged here in 1673 on their way to their famous voyage down the Mississippi. Tablet marks portage. Regular portage found in operation by Carver, 1766. Fort Winnebago established, 1828.
3. Father René Menard, the first missionary to the Wisconsin Indians, died or was killed near here (1661) while portaging around Bill Cross Rapids on the Wisconsin River.
4. Radisson and Grosseilliers built a waterside fort near Whittlesey's Creek and wintered here, 1659-60. Father Claude Allouez founded the first mission in Wisconsin ("La Pointe du Saint Esprit") here in 1665, possibly on the site of the Radisson fort.
5. La Baye Verte (Green Bay). Nicolas Perrot traded with the Indians here, 1665-66. Father Allouez labored with the Indians 1669-1676. French fort La Baye built, 1717. Finally evacuated by the French, 1760. English took possession, 1761, naming it Fort Edward Augustus. Fort Howard, probably on the site of the old forts, was built by the Americans, 1816 (tablet near C. & N.W. Ry. depot is near site of old forts). First school in Wisconsin opened here, 1817; first court, 1824; first newspaper, 1833; first bank, 1835.
6. Chapel of St. Francis Xavier, established by Father Allouez in 1671-72. Burned by the Indians, 1687. Tablet near St. Paul Ry. depot marks site.
7. Marquette and Joliet reached Mississippi by the Fox-Wisconsin route, 1673.
8. Allouez visited this region in 1666; Duluth traded here, probably in 1678.
9. Perrot wintered and traded here, 1685-86. Linctot's fort (1731) was built on the same site. About a mile north of the village of Trempealeau, at the foot of the mountain, some traces of these forts remain.
10. Fort St. Nichols established by Perrot at Prairie du Chien in 1686. Undoubtedly the site of trading posts and forts from that time on. Carver found a post here, 1766. Fort Shelby built by Americans, 1813. Captured by English, 1814. Restored to Americans, 1815. Fort Crawford built, 1816. The Winnebago War of 1827 and the Red Bird trouble of the same year centered around Prairie du Chien and Fort Crawford.
11. Fort St. Antoine established here by Perrot about 1686. Perrot here took possession for the French King of all the Sioux country, 1689. St. Pierre built a post near the former one in 1736, and Marin's post was established 1750, also in this vicinity. These were all posts for trading with the Sioux Indians.
12. Perrot discovered and mined lead near Galena, 1690; built fort opposite Dubuque, 1690. Lead mining of some importance developed, 1742. Modern development came in 1825-1830.
13. La Pointe, Madeline Island. Le Sueur built a stockaded fort and trading post on the island in 1693. Evacuated 1698. Re-established by St. Pierre, 1718. La Ronde, trader and commandant, 1727-1744. With interruptions, due to Indian disorders, it continued as a fort and trading post until the fur trade ended. La Pointe village is on the site of the "New Fort" built by Astor's traders.

14. Little Lake Butte de Morts. Scene of battles with the Fox Indians, 1716-1730. The Fox, by far the most warlike Wisconsin Indians, practically closed the Fox-Wisconsin route for many years, and gave great trouble from 1690 to 1740. They were finally driven into Illinois.

BRITISH REGIME, 1763-1815

15. Northwest Company of Fur Traders established posts at Kewaunee, Sheboygan, Manitowoc and Milwaukee in 1795. Jacques Vieau, the agent, was the first permanent white settler in Milwaukee, 1795.
16. Early fur trade posts other than those previously indicated.

AMERICAN REGIME, 1815

17. Points of interest in the Black Hawk War of 1832. Black Hawk was a Sauk Indian forced out of Illinois into Iowa by settlers in 1831. He crossed back in 1832 and started a crop at Prophetstown (Illinois). Attacked, he defeated Illinois militia at Stillman's Creek (Illinois), sent his non-combatants to the Lake Koshkonong region and started forays on the settlers, killing about 200 in Illinois and Wisconsin. After several skirmishes, notably the Dodge battle on the Pecatonica, in the present town of Wiota, Lafayette County, and the attack on the Apple River Fort, he retreated by way of Koshkonong, Hustisford, Madison, Sauk City, being attacked at the Sauk crossing (Wisconsin Heights) and losing many, and his band was finally cornered two miles below the junction of the Bad Axe and Mississippi rivers and practically wiped out, there being only about 150 survivors of his total band of 1,000 men, women and children. Black Hawk escaped, but was captured in the Dalles two miles north of Kilbourn. Died, 1838.
18. First Wisconsin state capitol at Old Belmont, now Leslie. Wisconsin Territory was organized, 1836. First territorial assembly met here October 25, 1836. Site of old building was marked by the State Federation of Women's Clubs. Old building has been moved to its historic site, restored and preserved by the state.
19. Madison. Selected as territorial capital 1836. Town site surveyed, 1837. First capitol building commenced, 1837. Second territorial assembly, 1836. State University incorporated, 1848; opened for students, 1849. Camp Randall established 1861; training camp and prison camp during war, now a memorial park and athletic field.
20. Wisconsin Phalanx, most successful Wisconsin communistic colony, established at Ceresco, 1844.
21. J. J. Strang founded a Mormon colony near here, called Voree, in 1845. The colony had as many as 2,000 at one time. Was later moved to Great Beaver Island. Strang is buried at Voree.
22. New Glarus. First Swiss colony settled here, 1845.
23. Saint Nazianz Communistic colony, from the Black Forest of Germany, established here, 1854.
24. Republican Party suggested at meetings at Ripon, 1854. Building preserved on Ripon College grounds.
25. Probably the first Wisconsin railroad wreck, 1858. Fourteen killed.
26. Steamer "Lady Elgin" sunk (1860) off Racine after a collision. Over two hundred drowned.
27. WISCONSIN FURNISHED 91,379 SOLDIERS AND SAILORS DURING THE CIVIL WAR.
27. The great "Peshtigo" forest fire of 1871. This fire burned over large portions of Marinette, Oconto, Shawano, Brown, Kewaunee, Door and Manitowoc counties, but climaxed October 8th in the destruction of Peshtigo and a large area near it. Over 1,000 perished during the fire, 500 in and near Peshtigo and probably 500 on the Door-Kewaunee peninsula. Great forest fire of 1894. Phillips destroyed.
28. Cyclone, June 12, 1899. New Richmond destroyed and over fifty lives lost.
29. WISCONSIN FURNISHED 122,215 SOLDIERS, SAILORS, AND MARINES IN THE GREAT WORLD WAR.

SCENIC WISCONSIN

(Material kindly furnished by W. O. Hotchkiss, State Geologist.)

WISCONSIN has such an abundance of beautiful scenery and such a wonderful summer climate that it has been aptly termed "The Playground of the Middle West." Surrounded on north and east by the Great Lakes, on the west by the noble Mississippi, and with its surface dotted with thousands of beautiful small lakes in which game fish abound, it is unsurpassed for a summer outing tour. The western part of the state, from Eau Claire south to the state line and east to Madison, is a region of high rolling hills and picturesque valleys which rivals in beauty the famed Berkshire Hills of Massachusetts.

The great gorge of the Mississippi, from the Illinois line to the Twin Cities, is more impressive and deeper than the highly advertised Rhine Valley. Its steep bluff wall of soft buff and cream-colored sandstones and lichen-dotted gray dolomites, all set off by clumps of evergreen and oak and flaming sumach, offer a color scheme to delight the most critical artist.

The great Kettle Moraine area, stretching in a broad belt from the region of Whitewater and Delavan northward through the Oconomowoc Lake District to Plymouth and beyond, offers an everchanging landscape to the tourist. Its maze of little hills and kettles, the latter oftentimes water filled to make the many small lakes, keeps the roads winding about in shaded curves that are most pleasant to drive upon. Here the great glaciers dumped in promiscuous hummocks and hollows their great load of earth and boulders, some of which they had carried from far-off Canada.

The high cliffs of Niagara dolomite, that extend as a picturesque wall from Mayville up the east side of Lake Winnebago and all along the east shore of Green Bay, are the same geological formation over which the water tumbles at Niagara Falls.

In the northern part of the state are the wonderful hardwood forests of maple and birch, with here and there a remnant of the magnificent forests that once covered this area, all dotted with crystal, placid lakes and cut by cool, clear streams in which the brook trout and the fighting "musky" await the fisherman.

In the northern section of the state are also many waterfalls, some of surpassing beauty. At certain seasons, the jumping trout endeavoring to pass up stream over these falls are watched by hundreds.

The Apostle Islands and the near-by mainland, with red sandstone cliffs carved into fantastic forms by the waves of Lake Superior, offer the clear, cool breezes characteristic of this great lake, and immunity from hay fever.

Perhaps the most widely known scenic features in Wisconsin are in the region of Devils Lake (near Baraboo), the Dalles of the Wisconsin (at Kilbourn), and the Dalles of the St. Croix (at St. Croix Falls). It would take a volume to describe these beauty spots which are visited by thousands every year.

Those who wish to learn more of the physical geography and scenic wonders of Wisconsin may become informed by writing the State Geological Survey at Madison, for the well-illustrated volume, *The Physical Geography of Wisconsin*.

INDEX TO SCENIC FEATURES

A FEW of the most striking scenic features are located on the map by a green cross with an accompanying number. The following descriptions of each carry the map numbers. The state parks (given on page 43) are practically all located in regions of surpassing scenic interest and are not again listed here.

42. A few of the more frequented lake summer resort districts.
43. Granite monument quarries, Athelstane, Berlin, Granite Heights, Red Granite, Lohrville, Montello.
44. Dalles of the Wisconsin, Stand Rock, Hornets' Nest and Glens.
45. Monument Rock (south of Viroqua).
46. Ableman Narrows, an ancient canyon.
47. Castle Bluffs, at Camp Douglas, Friendship and Mauston.
48. Blue Mound, highest point in southern Wisconsin, 1,716 feet above sea level.
49. Rib Hill, highest point in Wisconsin, 1,940 feet above sea level.
50. Grandfather Bluff, La Crosse.
51. Trempealeau Mountain, just north of Trempealeau.
52. Gogebic Iron Range. First discovery of iron in Wisconsin, 1872.
53. Great Dolomite Bluffs, near Mayville, Oakfield, Hamilton, Peebles, High Cliff and Sturgeon Bay.
54. High Terminal Moraine of Wisconsin Glacier. Between Medford and Whittlesey.
55. Shell Lake. Has no outlet.
56. Falls of Black River, 160 feet high. Highest waterfall in Wisconsin.
57. Wave-cut arches in Sandstone Cliffs at Squaw Bay.
58. Natural Bridges.

INDIAN EARTHWORKS AND VILLAGES

(Information furnished through the courtesy of Chas. E. Brown, Secretary of the Wisconsin Archaeological Society.)

THE prehistoric Indian monuments of Wisconsin consist of village, camp and workshop sites, enclosures, planting grounds, mounds, graves, shrines and flint and pipestone quarries. The total number of earthworks formerly existing in the state is estimated at about ten thousand. Of these a large number still remain. The four principal classes of these are enclosures; conical or burial, linear or embankment-shaped and effigy or animal-shaped mounds. The latter are confined in their distribution to the southern half of the state. They may be said to be peculiar to Wisconsin, very few specimens being found outside of its boundaries. Many of them are constructed to represent animals, the totems of the various Indian tribes or clans. Some of the finest examples have been permanently preserved through the efforts of the Wisconsin Archaeological Society and marked with descriptive tablets.

Fine collections of the stone and metal implements of the prehistoric Indians of Wisconsin are to be seen in the State Historical Museum at Madison, the Milwaukee Public Museum, and in the Logan Museum at Beloit.

NOTABLE EARTHWORKS

A green triangle, accompanied by the green number 40, indicates the location of a few of the principal Indian Earthworks, which are marked.

VILLAGES

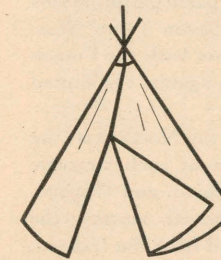
The Indians were quite nomadic, but there is historical testimony of many villages maintained by them for some length of time. A few of the principal of these are marked on the map by a green triangle accompanied by the number 41. About ten thousand Indians still live in Wisconsin, largely on the Reservations.

POINTS OF INDUSTRIAL INTEREST

SOME of the places of industrial beginnings in Wisconsin and some of the places of manufacturing interest are indicated on the map by a green square with a number in green adjacent. The following index gives a brief description of the indicated feature. (See also Points of Historic Interest.)

60. First commercial sawmill built at De Pere, 1809.
61. First wagon road in Wisconsin, Green Bay to Kaukauna, on east side of river, opened in 1824.
62. Whitney's sawmill, 1831; lower down river, Grignon's sawmill, 1836. Centers of early trading.
63. Shot tower built at Helena, 1831. Successfully operated until 1861.
64. First railroad train ran from Milwaukee to Waukesha, 1851.
65. Milwaukee. First paper mill, 1846; first telegraph, 1848; first iron rolling mill, 1858.
66. Appleton. First woolen mill, 1858; first commercial electric lighting plant (probably first in America) 1882.
67. First zinc smelter, 1859, at Mineral Point.
68. First cheese factory, Ladoga, 1864.
69. Typewriter invented by Sholes, at Kenosha, 1867.
70. First light self-propelled road vehicle invented and operated in Racine, 1871-72.
71. Sturgeon Bay ship canal opened, 1881.
72. Some of the great developed waterpowers. Only the larger ones are indicated.
73. Some of the great paper mills.
74. Location of automobile and motor truck factories.

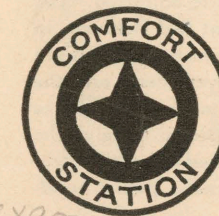
CAMPING SITES AND COMFORT STATIONS



MANY people, in touring, prefer to camp out rather than use hotels and garages. To meet the public demand for camping facilities, many municipalities have set aside public camp sites for the use of travelers. Those reported prior to April 15, 1921, are indicated by a green "C" on the map and in the index to principal places, pages 7 to 9 inclusive, thus "Wausau." At the left is the marker

usually shown at these public camp sites. Further and later information as to camp sites can be had by addressing the Commissioner of Rural Planning, Madison, Wis.

The legislature of 1919 passed a public comfort station law which requires every incorporated city and village to provide adequate toilet facilities for both sexes. The State Board of Health administers the law from the general state standpoint. These facilities will be provided in 1921 in practically all municipalities. At the left is given the standard public comfort station sign. These will be erected in all municipalities, together with appropriate finding directions.



6X902
1921
H

STATE PROPERTIES AND INSTITUTIONS

(A green star, with a number in green near it, indicates location of a state property or institution. The same numbers occur in the following index, giving the name of the indicated feature.)

80. AGRICULTURAL EXPERIMENT STATIONS

Ashland, Marshfield, Spooner, Conrath, Superior, Codrington, Hancock, Madison.

81. ARMY CAMPS

Camp Douglas, State Camp.
Camp Robinson, Sparta, U. S. Camp.

82. CHARITABLE AND PENAL INSTITUTIONS

Chippewa Falls, Home for Feeble-Minded.
Delavan, School for the Deaf.
Green Bay, State Reformatory.
Janesville, School for the Blind.
Mendota, State Hospital for the Insane.
Milwaukee, Industrial School for Girls.
Milwaukee, Workshop for the Blind.
Sparta, State Public School.
Taycheedah, Industrial Home for Women.
Tomahawk Lake, Tuberculosis Sanitarium.
Union Grove, Home for the Feeble-Minded and Epileptic.
Wales, Tuberculosis Sanitarium.
Waukesha, Industrial School for Boys.
Waupun, Central Hospital for the Insane.
Waupun, State Prison.
Winnebago, Northern Hospital for the Insane.

83. FISH HATCHERIES

Bayfield, Delafield, Eagle River, Madison (2), Minocqua, Oshkosh, Sheboygan, Sturgeon Bay, St. Croix Falls, Spooner, Woodruff.

84. FOREST PRODUCTS LABORATORY, Madison

A wonderful laboratory for the investigation of woods and wood products.

85. NORMAL SCHOOLS

Eau Claire, La Crosse, Milwaukee, Oshkosh, Platteville, River Falls, Stevens Point, Superior, Whitewater.

86. PARKS

Interstate Park (800 acres), Dalles of the St. Croix River, St. Croix Falls.
Devils Lake Park (1100 acres), near Baraboo.
Nelson-Dewey Park (1800 acres), at the junction of the Wisconsin and Mississippi Rivers.
Brule Park Lands (5000 acres) in eastern Douglas County.
Cushing Memorial Park (8 acres) near Delafield.
Peninsula Park (3700 acres), at Fish Creek, Door County.
Pattison Park (660 acres), twelve miles south of Superior.
Perrot Park and Idlewild Bird Refuge (1900 acres), near Trempealeau.
State Forest Reserve, consisting of over 200,000 acres, lying largely in Iron, Oneida and Vilas Counties.
State Forest Nursery and Game Farm at Trout Lake, Vilas County.

87. UNIVERSITY OF WISCONSIN, Madison

88. MISCELLANEOUS

Platteville, Mining Trade School.
Milwaukee National Soldiers' Home. (Federal control.)
Menomonie, Stout Institute.
Waupaca, State Veterans' Home.
West Allis, State Fair Park.

WISCONSIN FACTS AND FIGURES

AREA 55,858 square miles; including large inland waters, 56,066 square miles.

Population, 2,536,100 in 1917, according to estimates prepared in 1917 by U. S. Census Bureau for the draft allotments. (For population by counties, see page 36).

Valuation, \$4,068,269,000 in 1919, as equalized by the State Tax Commission. This is practically full value and includes both real and personal property. The state equalized valuation in 1909 was \$2,602,550,000. These two figures show an increase of fifty-six per cent in valuation in ten years.

AGRICULTURE

(From data obtained from the State Department of Agriculture and U. S. Bureau of Crop Estimates.)

Wisconsin has 182,000 farms, containing about twenty-three million acres. Wisconsin is first in the number of dairy cows, having 1,846,000, valued at \$179,062,000. This averages over ten cows to each farm. Wisconsin is first in the number of silos, having 71,000.

Wisconsin leads all states in the production of cheese and evaporated milk, and is second in butter production. The farm value of milk produced in 1919 was \$250,596,300. Wisconsin produces seventy per cent of the nation's cheese and one-sixth of its butter.

Seventy thousand acres of new farm lands are annually opened in Wisconsin. The acreage in cultivated crops has increased since 1910 at the rate of one hundred thousand acres per year.

Wisconsin packs over forty per cent of the peas packed in America. Annual output about ninety million cans.

In 1919 Wisconsin was first in the production of clover seed, dry peas, and cigar-type tobacco; third in potatoes, rye, and tame hay; fifth in oats; sixth in barley and buckwheat. Of the north central states, Wisconsin is first in ten years average yields per acre in two of the seven principal crops—wheat and potatoes; second in two—barley and tame hay; and third in the remaining three—corn, oats, and rye.

Wisconsin ranks first in new lands available for settlement, having ten million acres in upper Wisconsin awaiting clearing and cultivation. Northern Wisconsin is conceded to be one of the greatest grass lands in the world. This land is within reach of the best markets in the world—Chicago, Milwaukee, St. Paul, Minneapolis, Duluth, and Superior.

Wisconsin, only partly developed, is *the greatest dairy state* and a great agricultural state. What will it be when fully developed?

BANKING

(From report of State Banking Department as of November 17, 1919.)

Wisconsin has 147 national banks, with total resources of \$355,627,000. She has 805 state banks, savings banks, and trust companies, with total resources of \$466,240,190. Total banking power, \$821,867,190. This is an increase of thirty-three per cent in total banking power in two years.

EDUCATION

(Information furnished by the State Department of Education.)

Wisconsin has an unsurpassed system of education. The state university, nine state normal schools and, eighteen denominational and other colleges and universities offer large facilities for higher education.

For secondary and elementary education purposes there are established 391 free high schools and thirty county training schools for teachers; 6 county schools of agriculture and domestic science; 601 state graded schools; 220 of which are first class, that is, are in charge of three or more teachers; 6,684 one-room rural schools; 555 parochial schools, making a total of all educational institutions, other than continuation schools, of 8,262. There are 17,066 teachers and 455,000 pupils enrolled in the public schools. The number of children who have attended parochial schools for part or all of the entire year is in the neighborhood of eighty-three thousand.

The total investment in all educational plants and equipment is estimated to be about \$76,000,000, and the grand total annual operating and maintenance cost is about \$30,000,000. This includes replacement of plant.

The percentage of illiteracy in Wisconsin in 1900 was 4.7%; in 1910, 3.2%. Wisconsin was the twelfth highest state in literacy in 1910.

FISH AND GAME

The value of the commercial fisheries in and around Wisconsin is considerable, about \$1,000,000 worth of fish (largely lake trout, chub, herring, and perch) being taken and sold in 1919.

Wisconsin is a paradise for game fishing, her lakes and rivers abounding in brook trout, pike, pickerel, bass, muskellonge, and smaller fish. The State Conservation Commission propagates and plants in her waters each year over 175,000,000 fry and fingerlings. Wisconsin's long continued policy of intensive fish culture and planting has kept the commercial and game fishing up to standard, despite the large catches.

Wisconsin's game was nearly exhausted before measures were taken to save it. Deer still abound in northern Wisconsin, and may be hunted a limited season, each hunter being allowed to shoot one deer. There are a few black bears, and wolves are quite numerous. Cottontail rabbits are plentiful nearly everywhere.

There are open seasons for all upland and aquatic fowl, except partridge, grouse, quail, prairie chicken, woodcock, and wood duck.

Non-resident fishing license fee \$2 and \$3. Non-resident hunting license \$25 for small game and \$50 including deer. There probably will be a closed season on deer in the fall of 1920 and a return to the "One Buck Law," protecting the does and fawns.

The State Conservation Commission, Madison, Wis., has for distribution a booklet which will be sent on request, giving the open seasons for fish and game.

MANUFACTURES

No very recent figures on the amount and value of manufactured products are available, but the principal manufacturing industries and the rank of Wisconsin among the states in these industries may safely be given as follows:

First in cheese, condensed milk, steam, gas and water engines, malt and matches.

Second in agricultural implements, butter, and refrigerators.

Third in tanned and finished leathers.

Fourth in automobiles, lumber and timber products, hosiery and knit goods, paper and wood pulp.

Fifth in saddlery and harness.

Sixth in canned fruits and vegetables.

Ninth in boots and shoes, and foundry and machine shop products.

Wisconsin, therefore, ranks first in the manufacture of dairy products and very high in wood, leather, and machinery manufactures. Milwaukee is the second city in tanning and the tenth city in manufacturing in the United States.

MINING

Wisconsin is not generally known as a mining or mineral state, but its mineral products are, nevertheless, of considerable importance, the value of mineral products (including manufactures of) being \$22,680,000 in 1915.

Wisconsin ranks first in value of mineral waters sold, value \$1,051,405; second in the production of zinc ore, 1,934,000 tons; fourth in the production of iron ore, 1,125,269 tons; sixth in the production of lime, value \$756,000.

THE STATE TRUNK HIGHWAY SYSTEM OF WISCONSIN

THE legislature of 1917 provided for the selection of a system of five thousand miles of main traveled highways to be known as the State Trunk Highway System. Commencing May 1, 1918, the maintenance of this system was taken over by the counties under the general supervision of the State Highway Commission.

The legislature of 1919 provided that 2,500 miles should be added to the system and the maintenance of this additional mileage will be taken over April 1, 1920.

The State Trunk Highways must be maintained by the counties to the satisfaction of the State Highway Commission and, when so maintained, the counties are repaid by the state the cost of this maintenance up to a certain amount per mile, which varies in the different counties.

A system of patrol maintenance has been instituted in every county, one man being placed in charge of a certain number of miles of road, working continuously on this patrol section and being directly responsible for its condition at all times. The results of this maintenance on the old system in 1918 and 1919 were, in general, very satisfactory, and it is hoped to continue these results in 1920, with the natural improvement resulting from longer experience and better prepared road beds. The new portions of the system, first maintained this year, will be attacked as energetically as means and circumstances permit, and while they will probably not be in as good condition as the older sections, good results may be anticipated.

There will be nearly one thousand State Trunk Highway patrolmen engaged in this maintenance work in 1920. In addition to these there will be numerous crews engaged in gang maintenance—in other words, in doing heavy grading and surfacing work beyond the scope of a patrolman's powers and equipment.

In addition to the State Trunk Highway System many of the counties will maintain County Trunk Highway Systems. These are indicated on the map by a special convention and many of these county trunk highways will be just as dependable as the State Trunk Highway System.

All patrolmen are placed there to maintain their section of road and also to assist the traveling public. They are forbidden to charge any thing for courtesies rendered travelers, and are expected to give service to the public at all times. Any report of ungentlemanly conduct on the part of any patrolman, or of any charge to the traveling public made by any patrolman, will be appreciated.

The system first selected is now properly marked and signed and the additions will be marked and signed as early in the season as circumstances will permit. If the traveler will use a moderate amount of judgment and care and will acquaint himself thoroughly with this booklet and these maps, and will watch the signs, markers, mile posts, etc., there is no possible excuse for getting lost in Wisconsin if the main roads are followed.

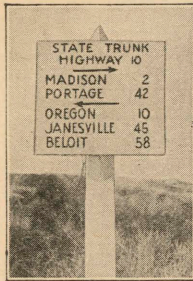
The State Highway Commission and all county organizations are doing their utmost to place the system in good condition in as far as its present state of improvement makes maintenance so good. Do not expect too much, and please realize that many possible miles of road are being kept passable where the hundreds of miles which we are endeavoring to maintain is absolutely inadequate for the traffic which must be borne.

We appreciate and welcome constructive criticism from any person traveling over the system. We earnestly desire the co-operation of the traveling public and hope that it will call to our attention any glaring errors or deficiencies in the layout, marking, signing, or maintenance of the system by the state, the counties, or by any of the agents of these units.

With this kindly co-operation from the traveling public we believe that Wisconsin can be given a system of main traveled roads, of which the state may well be proud.

WISCONSIN HIGHWAY COMMISSION

STATE STANDARD SIGNS AND MARKERS



Direction Sign
Placed at intersections on the State Trunk Highway System to guide the traveling public. The best roads to places off the System are indicated by signs of like general character set at the proper intersections. The figures indicate distances in miles.



Detour Sign
Placed along detours from the State Trunk Highway System when any portion of the System is closed to travel. Detours are also patrol maintained.



Boundary Sign
Placed at all county and patrol section boundaries, to give the public information as to who is directly in charge, and entitled to such credit or censure as the condition of the road may deserve.



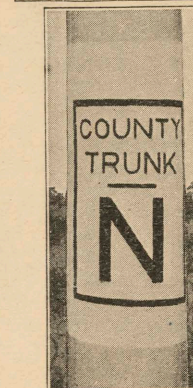
Official State Trunk Markers (Left and Right)
These markers are placed on telephone poles, buildings, the ends of culverts, etc., etc., wherever they are deemed necessary for the proper guidance of travel. Uniform except the number which changes for each State Trunk Highway. The marker at the right indicates a left turn ahead. Right turns are similarly indicated by an R.



Mile Post
Placed every mile. The number in the triangle is the number of the State Trunk Highway on which the mile post occurs. The number below the triangle is the Distance in Miles from the South or East Terminus of that State Trunk Highway.



Danger Sign
Placed for your protection at places where there is real danger: R. R. grade crossing, sharp turns and abrupt hills. Center lettering indicates reason for the warning.
Please Use Caution When You Pass These Signs



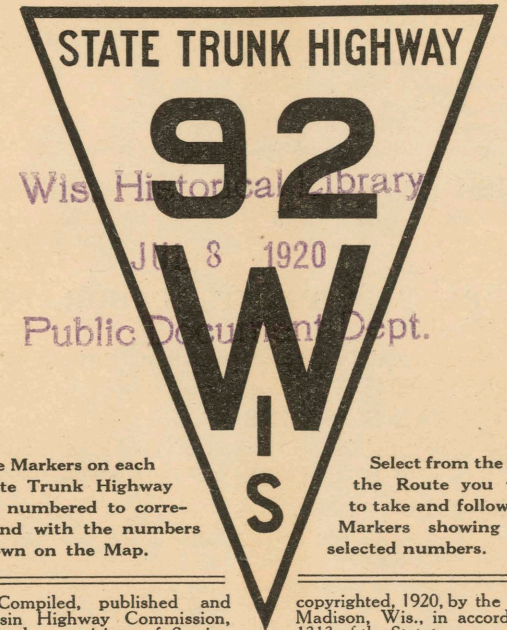
County Trunk Highway Marker
Many counties are patrol maintaining their main highways and will mark these roads as above. The letter below is the county index to that special road and changes for each road.

1920 OFFICIAL MAP OF THE STATE TRUNK HIGHWAY SYSTEM OF WISCONSIN

"The Playground of the Middle West"

Showing the numbered and marked State Trunk Highway System of 7500 miles, the principal county trunk highways, and other important secondary highways. Also locates points of historical, scenic, and industrial interest, state parks, and other state institutions.

OFFICIAL STATE TRUNK HIGHWAY MARKER



The Markers on each State Trunk Highway are numbered to correspond with the numbers shown on the Map.

Select from the Map the Route you wish to take and follow the Markers showing the selected numbers.

Compiled, published and consin Highway Commission, with the provisions of Section

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Copies may be obtained, postpaid, from the State Superintendent of Public Property, Madison, Wis., at the following prices: (Do Not Send Stamps.)

1 Map.....	\$0.25	50 Maps.....	\$ 9.00
5 Maps.....	1.00	100 Maps.....	17.00
10 Maps.....	2.00	200 Maps.....	32.00
25 Maps.....	4.75	500 Maps.....	75.00

No further reduction for lots of more than five hundred. Numbers other than those listed at rate of next number listed below number desired.

There is also available for sale by the Superintendent a large mounted highway wall map showing all highways and all governmental units. Scale of this map: 1 inch equals 6 miles. Size of map about 5 feet by 4 feet 6 inches.

Price of wall map: \$2.00, postpaid.