

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!

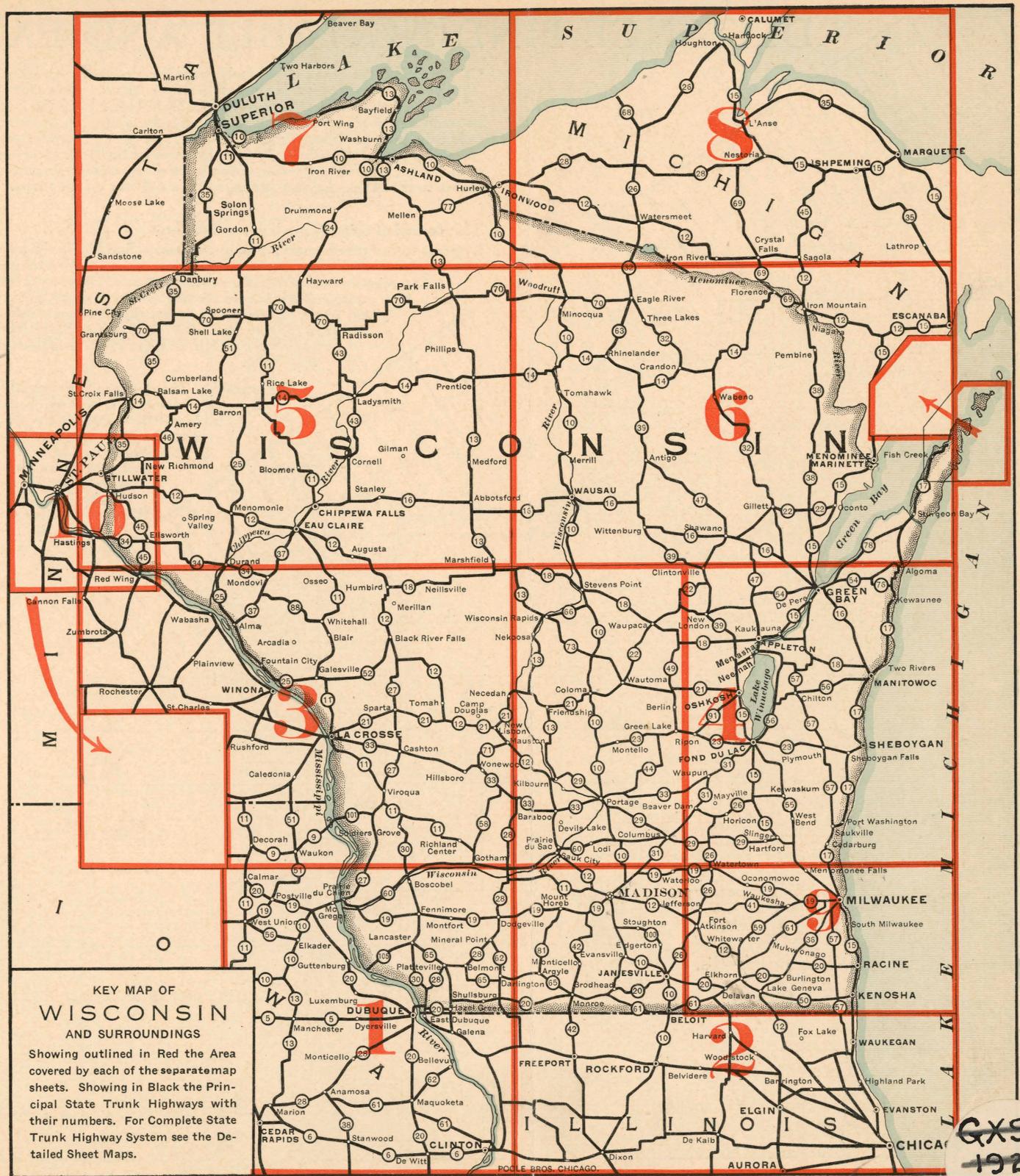
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Wisconsin Highway Commission
Madison, Wisconsin



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DISTANCE FINDING TABLE AND EXPLANATION OF ITS USE

ABBOTSFORD	ALMA (Jct. Hwy 9)	ANTIGO	APPLETON	ASHLAND	BARABOO	BEAVER DAM	BELOIT	BLACK RIVER FALLS	CAMERON	CHICAGO (Illinois)	CHILTON	CHIPPEWA FALLS	COLUMBUS	CORNELL	CRANDON	DARLINGTON	DODGEVILLE	DUBUQUE (Iowa)	DURAND	EAGLE RIVER	EAU CLAIRE	ELKHORN	ELLSWORTH	FARMINGDALE	FIELD	FOND DU LAC	GALESVILLE	GREEN BAY	GREEN LAKE (Jct. Hwy 9)	HAYWARD	HUDSON	HUMBIRD	HURLEY	IRON MT. (Mich.)	JANESVILLE	JEFFERSON	KENOSHA	KILBOURN	LA CROSSE	LADYSMITH	LAKE GENEVA	MADISON	MANITOWOC	MARINETTE	MARSHFIELD	MENOMONIE	MILWAUKEE	MONROE	NEW LISBON	OSHKOSH	PLATTEVILLE	PORTAGE	PRAIRIE DU CHIEN	PRENTICE	RACINE	RHINELANDER	ST CROIX FALLS	SAUKVILLE	SHAWANO	SHEBOYGAN	SPARTA	SPOONER	SPRING GREEN	STEVENS POINT	STILES JUNCTION	STURGEON BAY	THERESA	VIROQUA	WATERTOWN	WAUKESHA	WAUPACA	WAUSAU	WAUTOMA	WEST BEND	WHITEHALL	WISCONSIN RAPIDS	WITTENBERG	WOODRUFF																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
113	78	190	129	227	89	149	214	177	267	136	164	159	111	284	172	218	158	74	320	56	227	263	235	146	379	95	79	79	77	149	167	228	101	148	196	106	92	163	236	122	220	267	315	119	306	345	278	198	459	187	157	105	288	407	160	258	120	31	298	103	59	132	194	267	172	56	57	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186	146	191	228	283	97	55	375	217	28	216	106	233	43	130	166	202	204	276	192	156	328	161	176	210	151	216	196	241	178	365	82	100	68	160	279	174	164	213	92	257	284	193	173	218	157	342	59	84	91	137	256	187	143	190	71	234	261	23	56	133	185	172	170	217	265	69	50	357	216	159	205	167	86	312	43	12	68	135	254	160	72	203	56	85	108	186</

Finding Index to Principal Places

The following is an index to over 500 of the principal places in Wisconsin, showing the section 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*.

Section No.	Place and Numbers of State Trunk Highways Passing Through Same	Section No.	Place and Numbers of State Trunk Highways Passing Through Same
5	•Abbotsford—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	3	•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
6	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	6	•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	5	Cornell—43—64
4	•Auburndale—18	6	•Crandon—14—32
5	•Augusta—12	5	Crivitz—38
4	•Aurora—21—49	1	Cuba City—80
1	Avoca	2	Cudahy—15
5	•Baldwin—12	5	•Cumberland—51
5	Balsam Lake—14	5	•Curtis—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—51—62—65
4	Barton—55	6	Deerbrook—39
7	•Bayfield—13	3	Deerfield
4	•Beaver Dam—31—118	5	Deer Park—46
4	Belgium—17*	4	De Forest—10*
2	•Belleville—42	4	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	Bibon—24	6	Hunting—39
5	•Birchwood	7	Hurley—10—77
6	Birnamwood—39—16	2	Hustisford—29
4	Black Creek—47—54	4	•Hustler—12—21—94
2	Black Earth—11	3	Independence—53—88
3	•Black River Falls—12—52	5	Ingram—14
3	Blair—109—11	4	Iola—87
2	Blanchardville—81	7	Iron Belt—77
5	Bloomer—64—11	2	Iron Mountain—67
1	Bloomington—65	4	Iron Ridge—67
2	Blue Mounds—19	4	Iron River—10
1	•Blue River—60*	7	Ixonia—19
6	Bonduel—16—47	4	Jackson—55*
1	•Boscobel—30—60*	3	Jacksonport
5	Boyd—16	2	•Janesville—10—20—26—100
4	Brandon—103—49	3	•Jefferson—26—41—107
6	Breed—32	2	Johnson Creek—26
4	•Brillion—57—18	2	Juda—20
2	Brodhead—20—104—61*	4	•Junction City—18—73
2	Brooklyn—10*	5	•Juneau—26—118
2	Browntown—20*	2	•Kaukauna—15—18
5	Bruce—14—40	5	Kennan—14
7	Brule—10	2	Kenosha—15—50
6	•Brussels—78	5	Keshena—47
2	•Burlington—36—20—72	4	Elroy—71—94
3	Butternut—13	6	Embarass—22
7	Cable—24	4	Endeavor—10
5	Cadott—16—43	6	Ephraim—17
4	•Cambria—33*	3	Etrick—11
2	•Cambridge—12	2	•Evensville—10—104
5	Cameron—11—14	3	Fairchild—12

Free Camp Sites indicated thus—•Adams

Section No.	Place and Numbers of State Trunk Highways Passing Through Same	Section No.	Place and Numbers of State Trunk Highways Passing Through Same
4	Fairwater—103	6	Lac du Flambeau
5	Fall Creek—12	3	•La Crosse—11—21—33
1	•Fennimore—19—30	5	•Ladysmith—14—43
5	Fifield—13	2	•La Farge—82
6	Fish Creek—17	3	•Lake Geneva—12—36—50
6	Flambeau	2	•Lake Mills—107
6	•Florence—14—69	1	Lancaster—30—65
4	•Fond du Lac—15—23—31—55—56	6	Langlade—64
2	Fontana—89*	6	Laona—14—32
2	Footville	6	La Valle—33—58
4	Forest Junction	6	Lenox—38
6	Forestville—17	6	Little Suamico—15*
2	•Fort Atkinson—12—26—106	4	Livingston—80
3	Fountain City—25—53	1	Lodi—60
4	Fox Lake—33—118	2	Logansville—28
4	Francis Creek—16	4	Lomira—15
5	Frederic—35	2	London
4	•Fredonia—57*	1	Lone Rock—60*
4	•Fremont—18	4	Lowell—29
4	•Friendship—13	5	Luck—35
3	•Galesville—11—25	4	Luxemburg—54
3	Gays Mills	2	•Madison—10—11—12—19
2	Genesee—59—83	3	Maiden Rock
3	Genoa	4	Manawa—22
4	•Genoa Junction—12	7	Manchester—44—103
7	•Gillett—22—32	4	Manitowish—10
5	•Gilman—64	6	•Manitowoc—16—17—18—56
4	Glenbeulah—23	4	Maribel
5	Glen Flora—14	4	Marblehead—55
7	Glenwood—79	6	•Marinette—15—64
6	•Glidden—13	6	•Marion—39
3	Gotham—11—16	2	•Markesan—103
4	Grafton—57	3	•Marshall—19
5	Granton—18	5	•Marshfield—13—18—97
3	Grantsburg—70	5	Martell—79
2	Granville—74	6	Mattoon
1	•Gratiot—20—117	3	•Mauston—12—71
4	•Green Bay—15—16—54—57	4	•Mayville—26—67
4	Greenbush—23	2	•Mazomanie—11
4	Green Lake—23—49	4	Medford—13—64
4	Green Valley—32	4	Medina—18
7	•Greenwood—86	3	•Mellen—13—77
3	Hancock—10	7	•Melrose—52—108
4	Hammond—12	2	Menasha—15—114
2	•Hartford—29—119	4	Menomonee Falls—15—74
4	Hartland—19—74	7	•Menomonie—12—25
7	•Hayward—24	5	Mercer—10
6	Hazel Green—20—80	3	•Merrill—10
3	Hazelhurst—10	6	Merrillan—12*
4	Hersey—12	2	•Merrimac
4	•Hilbert—114	4	Merton—74
3	Hiles—32	3	Milladore—18
3	•Hillsboro—33—82	4	Millston—12
5	•Hixton—84—109	5	Milltown—35
2	Holcombe—43	2	•Milton—26—99
2	Holmen—11	2	Milton Junction—26—99
4	Holy-Hill	3	Milwaukee—15—17—19—36—41—57—61
4	•Horicon—26	1	•Mineral Point—28—62
4	Hortonville—39	4	Minnesota Junction—26—118
6	Hubbleton—19	6	Minocqua—10
3	•Hudson—12—45	3	Mondovi—34—37
5	Humbird—12—18	6	Monico—14—39
6	Hunting—39	2	•Monroe—20—42—65
7	Hurley—10—77	4	Montello—23
4	Hustisford—29	2	Montfort—19—80
4	•Hustler—12—21—94	1	Monticello—42
3	Independence—53—88	4	Morrisonville—10*
5	Ingram—14	5	Mosinee—10
4	Iola—87	2	Mt. Horeb—19—81
7	Iron Belt—77	6	Mountain—32—64
2	Iron Mountain—67	2	Mukwonago—61—83
4	Iron Ridge—67	1	Muscoda—60—115*
4	Iron River—10	4	Necedah—21
3	Ixonia—19	3	•Neenah—15—114
4	Jackson—55*	4	•Neillsville—18—86
3	Jacksonport	3	•Neokosa—13
2	•Janesville—10—20—26—100	3	Nelson—25
3	•Jefferson—26—41—107	6	Neopit—47
2	Johnson Creek—26	2	Neosho—67
2	Juda—20	4	Neshkoro
4	•Junction City—18—73	4	Neshotah—19
5	•Juneau—26—118	2	New Auburn—11
2	•Kaukauna—15—18	6	Newbold—39
5	Kennan—14	2	New Glarus—42
2	Kenosha—15—50	3	New Holstein—48—57
3	Keshena—47	4	New Lisbon—12—21
4	Elroy—71—94	4	•New London—39—54
4	Embarass—22	2	New Munster—15—71
4	Endeavor—10	5	New Richmond—46—64
4	Ephraim—17	4	Newton—17
3	Etrick—11	5	Niagara—38
2	•Evensville—10—104	6	North Crandon—32
3	Fairchild—12	4	North Fond du Lac—15

Free Camp Sites indicated thus—•Neenah

Section No.	Place and Numbers of State Trunk Highways Passing Through Same	Section No.	Place and Numbers of State Trunk Highways Passing Through Same
4	North Freedom—33*	4	Slinger—29—15
3	North Milwaukee—57*	6	Sobieski—15
3	Norwalk	3	Soldiers Grove—30
4	Oakfield	7	Solon Springs—11
5	Oconomowoc—19—67	5	Somerset—64—35
6	Oconto—15—22	2	•South Milwaukee—15
6	•Oconto Falls—22	2	South Wayne—20
7	Odanah—10	3	•Sparta—21—27
4	•Ogdensburg	5	•Spencer—13
5	Ogema—13	1	•Spring Green—11—28—60*
4	Omro—21	5	•Spring Valley—79
3	•Onalaska—11	5	•Spooner—11—70—51
3	Ontario—33—102	5	Stetsville—16
4	Oostburg—17	5	•Stevens Point—10—18—66
2	Oregon—10	6	Stiles—38
2	Orfordville—20	3	Stockholm
5	Osceola—35	3	Stoddard
4	•Oshkosh—15—21—91—95	2	Stoughton—100
3	Osseo—11—84	3	Strum
5	Owen—16	6	•Sturgeon Bay—17
4	•Oxford	2	Sullivan—41—90
4	Packwaukee—10	2	•Sun Prairie—19—31
2	Palmyra—90—99	7	•Superior—10—11—35
2	Paoli—42	6	•Suring—32
2	Pardeeville—33*	2	Sussex—74
5	Park Falls—13	3	Taylor—109
6	Pelican Lake—14—39	4	Theresa—15—26*
6	Pembine—38	4	Thiensville—57
3	•Pepin	5	Thorp—16
6	•Peshtigo—15	6	Three Lakes—32
2	•Pewaukee—19	6	Tigerton—39
5	•Phillips—13—111	6	•Tomah—12
6	Phlox—47	6	•Tomahawk—10
3	Pittsville	6	•Tomahawk Lake—39
3	Plain—28	5	Trego
4	Plainfield—10—73	3	Trempealeau
1	•Platteville—28—65—80	3	Troy—61
4	Plover—10—66	2	Tunnel City
4	•Plymouth—23—57	3	•Turtle Lake—14
6	Polar—64	5	Twin Bluffs—11—58
4	•Portage—10—29—33	4	Two Rivers—17
4	•Port Edwards—13	2	Union Center—94
4	Port Washington—17—68	4	Union Grove
7	Port Wing—13	5	Unity—13
1	Potosi—30*	1	•Upson—77
4	Poynette—10	4	Vandyne—15
1	Prairie du Chien—19—60—27	4	Verona—19—42
4	Prairie du Sac—12—60	2	Vesper—13
5	Prairie Farm	3	Viola
5	Prentice—13—14	3	•Viroqua—11—27—82
5	Prescott—34	6	Wabeno—32
3	•Princeton—23	6	Walworth—89
6	Pulaski—16—32	3	Warren
2	•Racine—15—20	7	•Washburn—13
5	Radisson—43—70	2	Waterford—36—83
4	Randolph—33*	2	Waterloo—19—107
4	Random Lake—57	2	Watertown—19—26
3	Readstown—11—30	2	•Waukesha—41—59—92
4	Redgranite—21	4	•Waupaca—18—22—54—87
4	•Reedsburg—28—33	4	•Waupun—31—33—49
4	Reeseville—29*	6	•Wausau—10—16
4	Rhineland—14—63—39	6	Wausaukee—38
5	Rib Falls—16	4	Wautoma—21—22—73
6	•Rib Lake—13*	2	Wawatosa—19
5	•Rice Lake—11	1	Wauzeka—60
3	•Richland Center—11—115	5	•Webster—35
2	Ridgeway—19	4	Welcome—22—39*
4	•Rio—29	2	River Falls—45
4	•Ripon—23—49—91	5	•West Bend—55—68
4	River Falls—45	5	Westboro—13
5	Roberts—12—46	3	Westby—27
5	Rochester—20—36	4	West De Pere—15—57
4	Rosendale—23	4	Westfield—10
4	Royalton—54	3	West Salem—108—21
4	Rudolph—73	4	•Weyauwega—18
5	St. Croix Falls—14—35	4	Whitefish Bay—17
4	St. Nazianz	2	•Whitehall—11—53
4	Sauk City—12—60	4	Whitewater—12—99—89
4	•Saukville—57—68	2	Wild Rose—22
2	Sarona	6	Williams Bay—50*
7	Saxon—10	2	•Wilson—12—79
4	Scandinavia—87	4	Wilton—102
3	Sextonville—11—58	3	Windsor—10*
2	Seymour—54	4	Winneconne—95*
6	•Shawano—16—22—47	4	Wisconsin Rapids—13—66—73
4	Sheboygan—17—26—23	5	Withee—16—86
4	Sheboygan Falls—26—23	6	•Wittenberg—16—39—66
5	Shell Lake—51	5	•Wonewoc—33—94
4	Sheridan—18	6	Woodruff—39—10
4	Sherry—18	3	Worcester—13
4	Sherwood—114—120	4	Wrightstown—15*
4	•Shiocton—54	4	Wyocena—29
1	Shullsburg—20		
1	Sinsinawa—20*		

Free Camp Sites indicated thus—•Wausau

EXPLANATION OF MAPS

SURFACED ROADS SHOWN IN RED

- Indicates State Trunk Highways surfaced with concrete.
- Indicates State Trunk Highways surfaced with materials other than concrete, good in all weather and seasons.
- Indicates State Trunk Highways surfaced with light coverings of gravel, etc., good in the summer season.
- Indicates County Trunk Highways which are surfaced and maintained by the County Organizations.
- Indicates other highways which are surfaced but which are not maintained by the County Organizations.

EARTH ROADS SHOWN IN PURPLE

- Indicates State Trunk Highways, not surfaced, but which are good at all times, even after rains.
- Indicates State Trunk Highways, not surfaced, which are slippery immediately after showers and heavy driving after prolonged rains.
- Indicates State Trunk Highways, not surfaced, which are very sandy and heavy driving during prolonged dry spells.
- Indicates County Trunk Highways, not surfaced, maintained by the County Organizations.
- Indicates other highways, not surfaced, and not maintained by the County Organizations.

★ Red Star indicates location of distribution points from which the distances to seventy-nine other distribution points in and near Wisconsin are given. See pages 4, 5, and 6 for Distance Finding Table.

- Locates points of historic interest. See pages 41 and 42.
- + Locates points of scenic interest. See page 43.
- ▲ Locates free public camping sites. See also index, pages 7, 8 and 9.
- Locates points of industrial interest. See page 43.
- ★ Locates state properties, parks and institutions. See page 44.

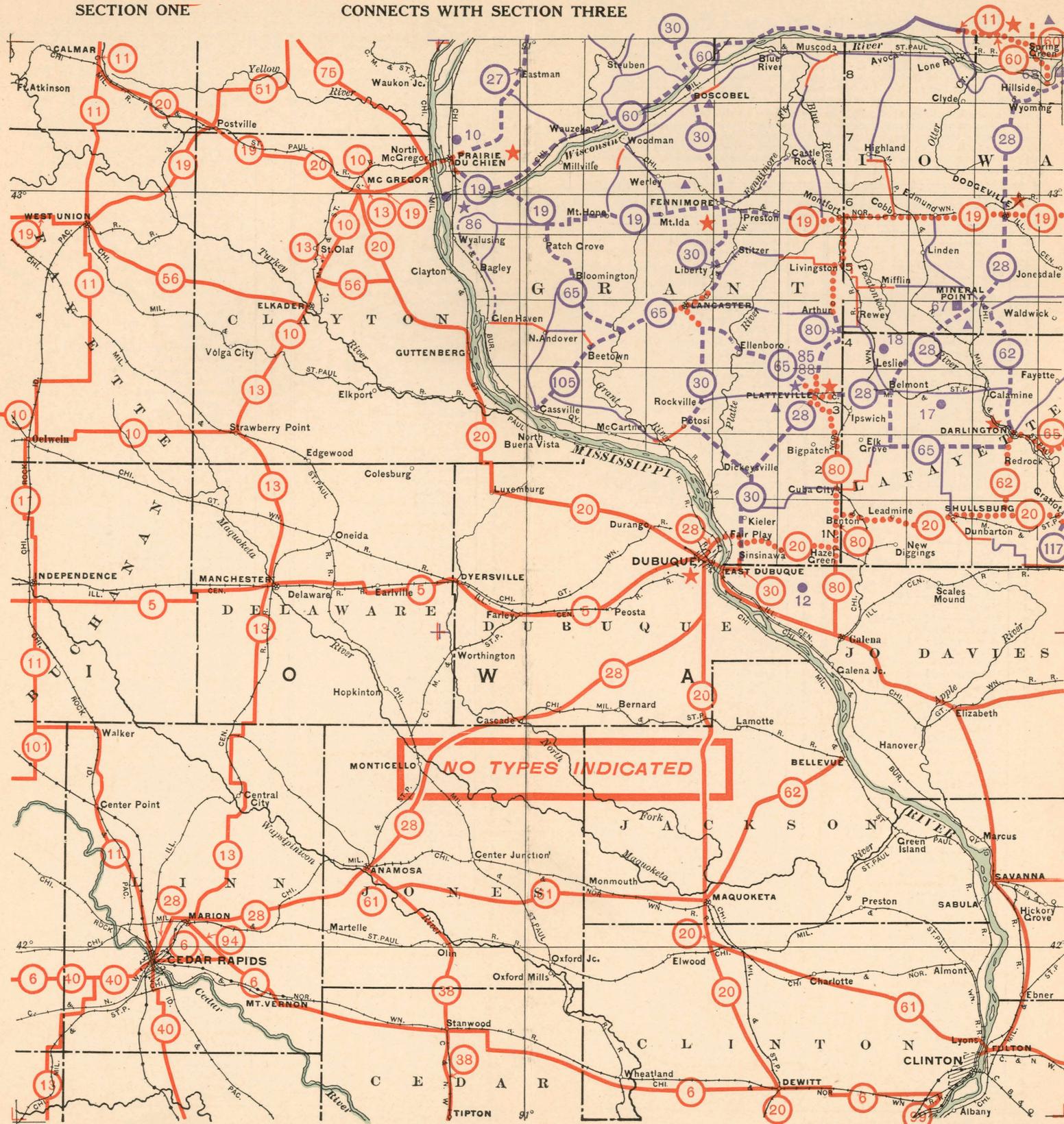
NOTE: Scale of all map sheets is approximately one inch equals twelve miles, except the large scale map of the eastern part of the state, the scale of which is approximately one inch equals eight miles.

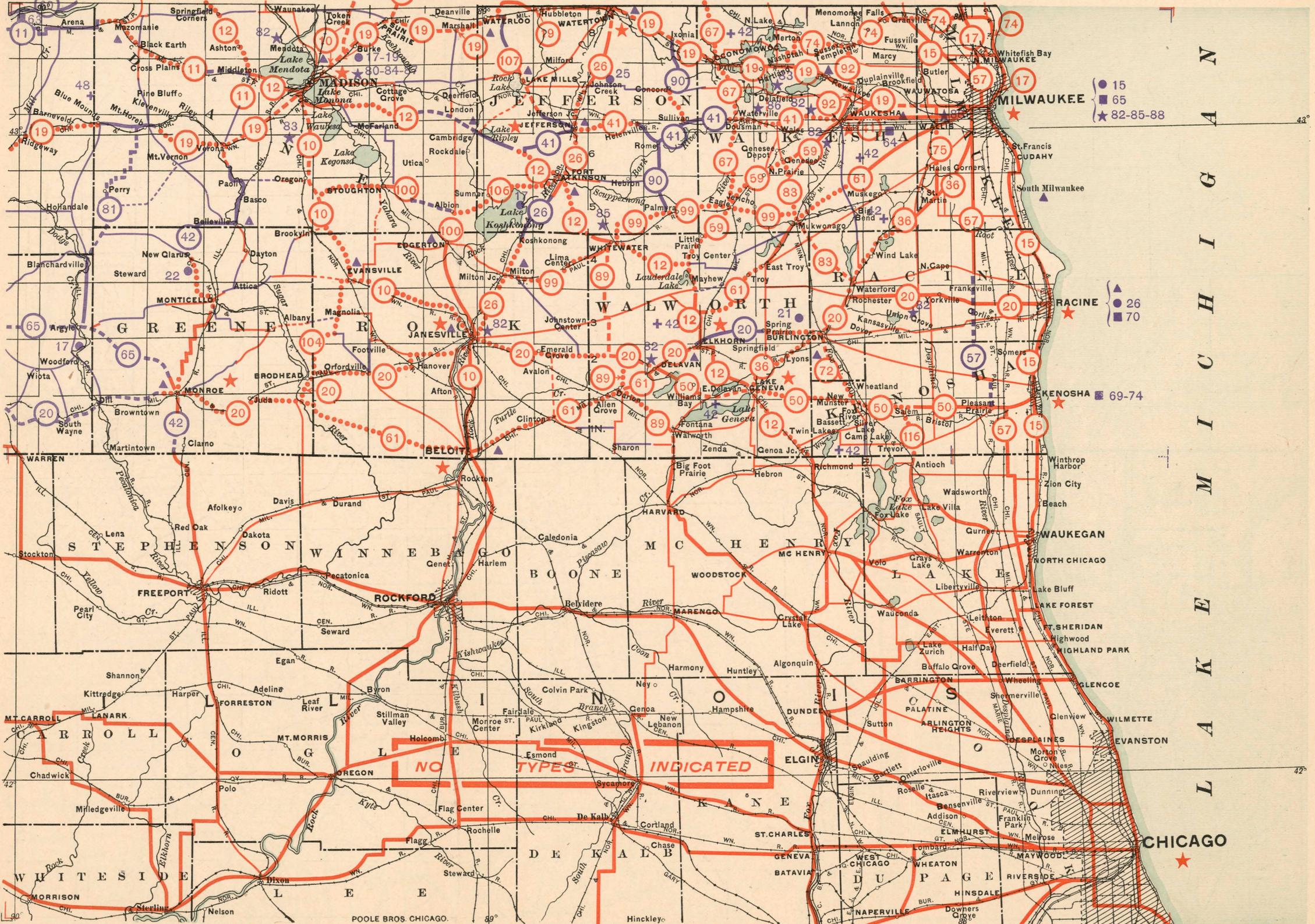
OFFICIAL MARKER



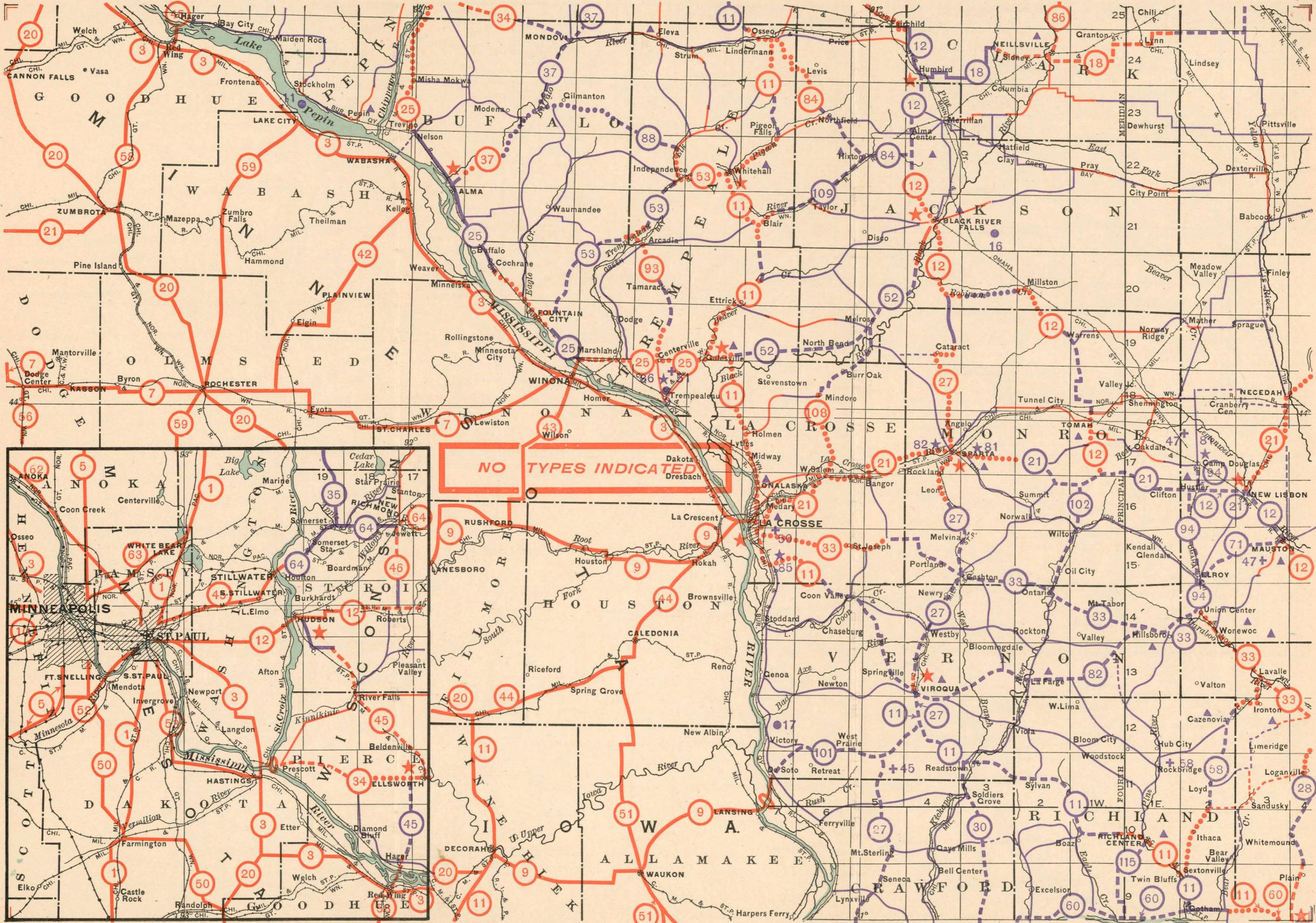
The markers on each State Trunk Highway are numbered to correspond with the numbers shown on the maps.

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

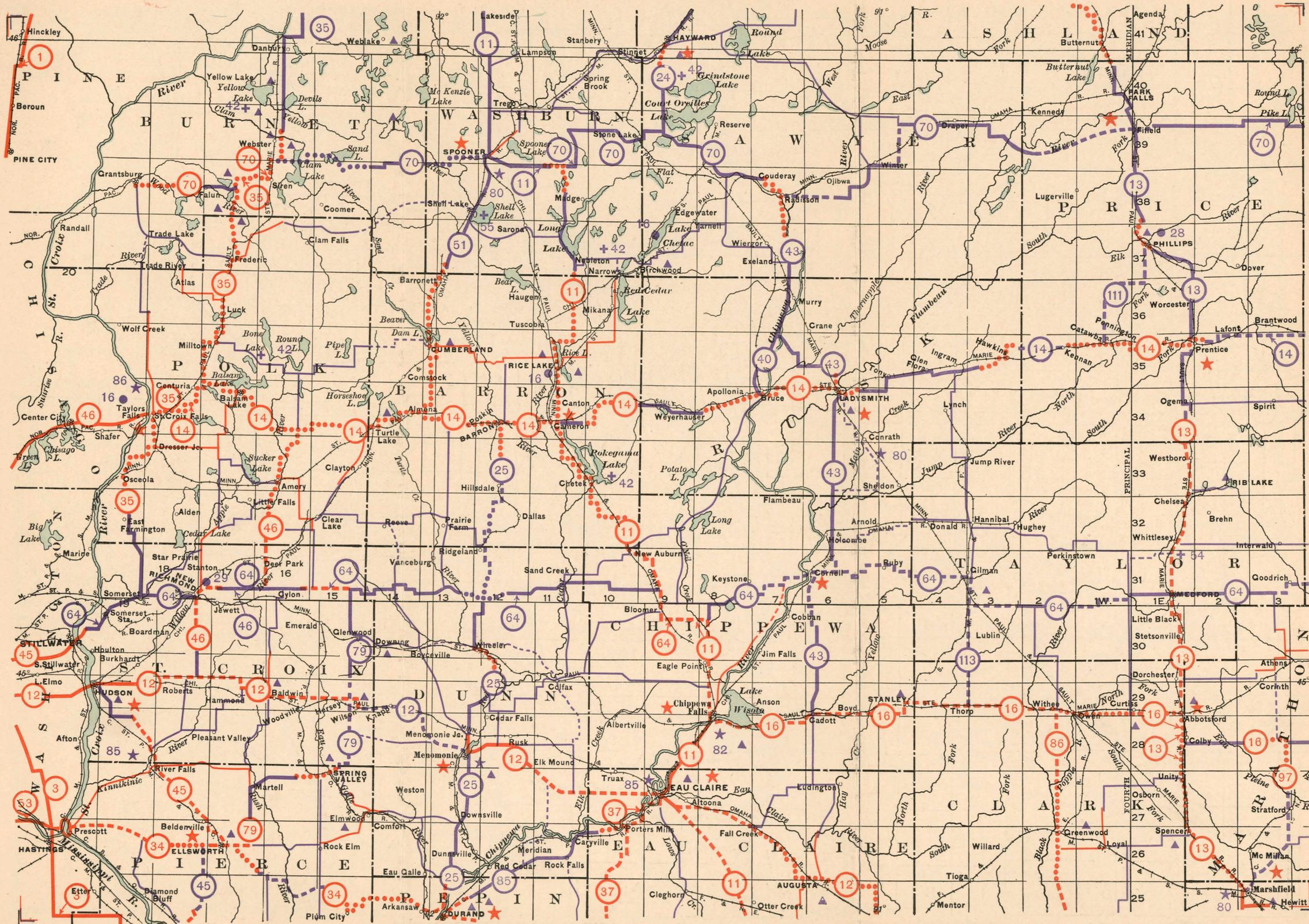


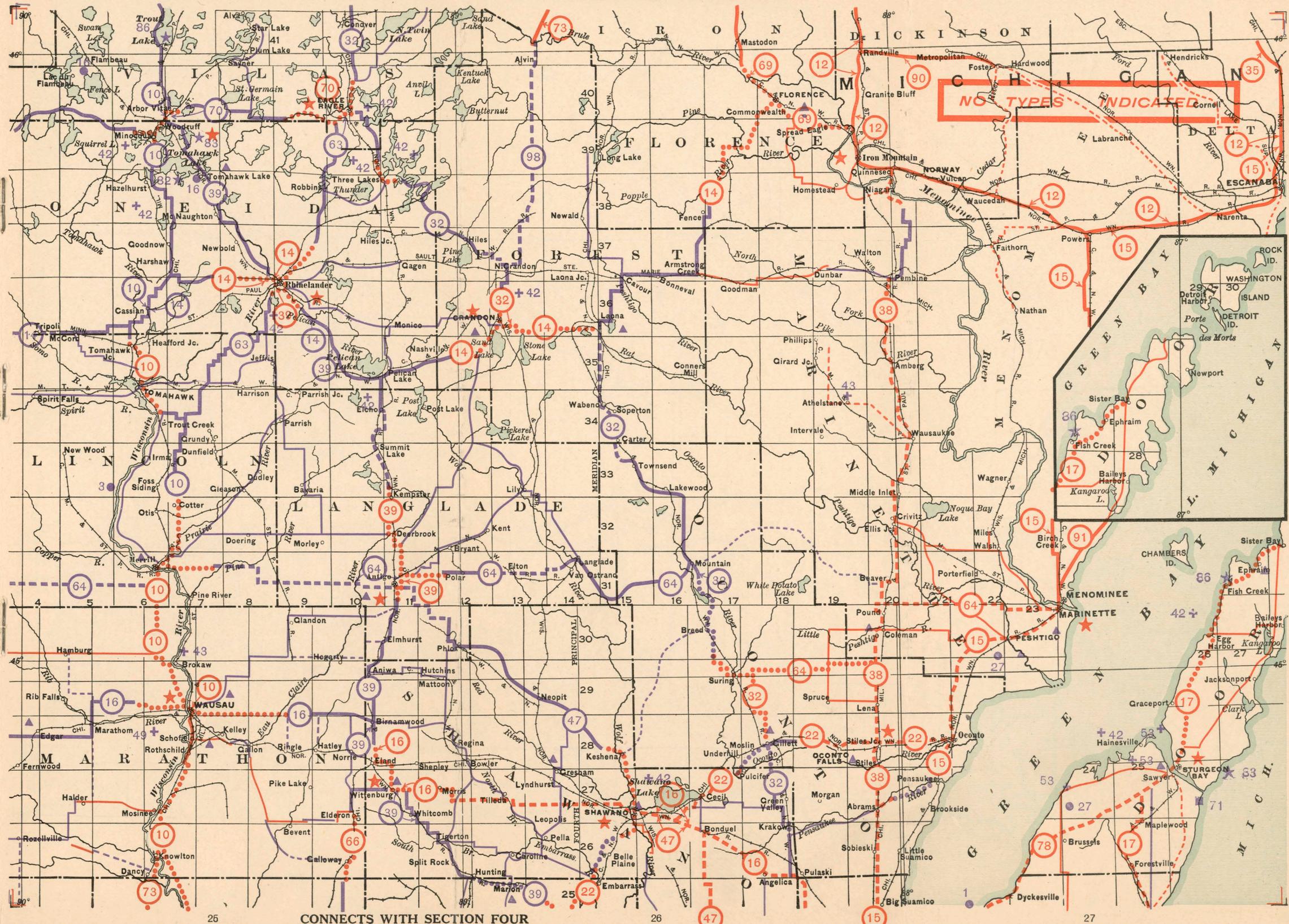


L A K E M I C H I G A N

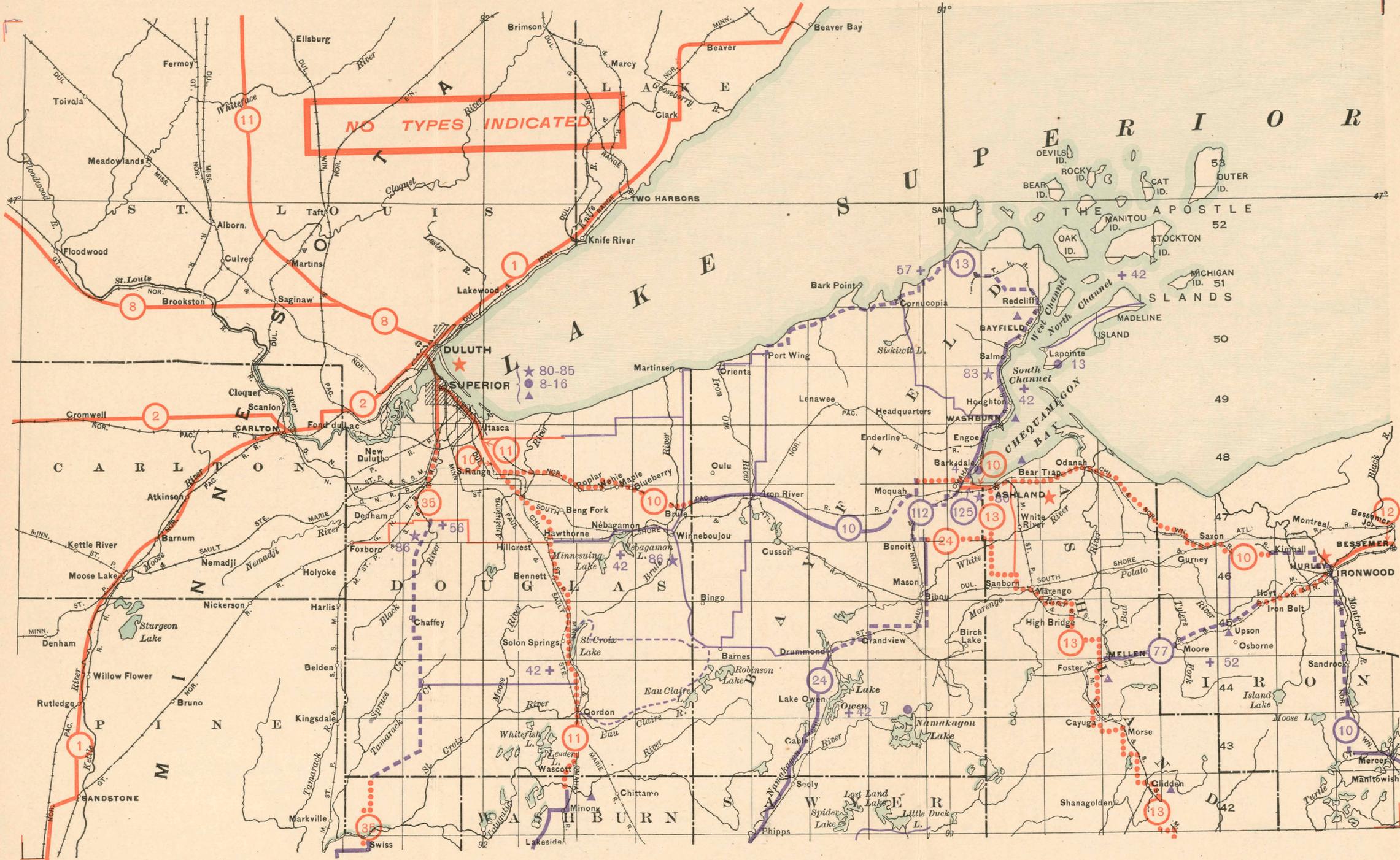


NO TYPES INDICATED





SECTION SEVEN

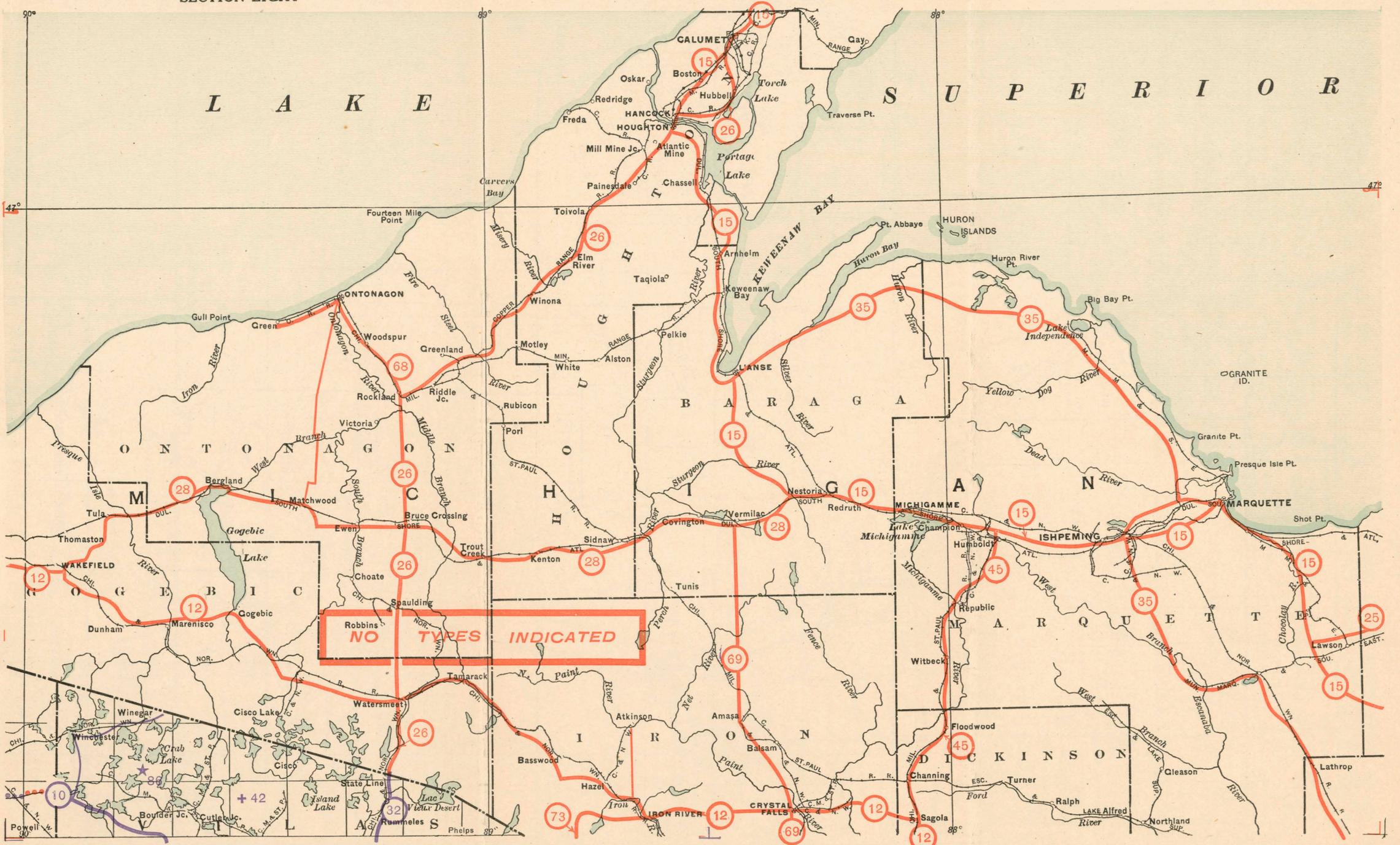


CONNECTS WITH SECTION FIVE

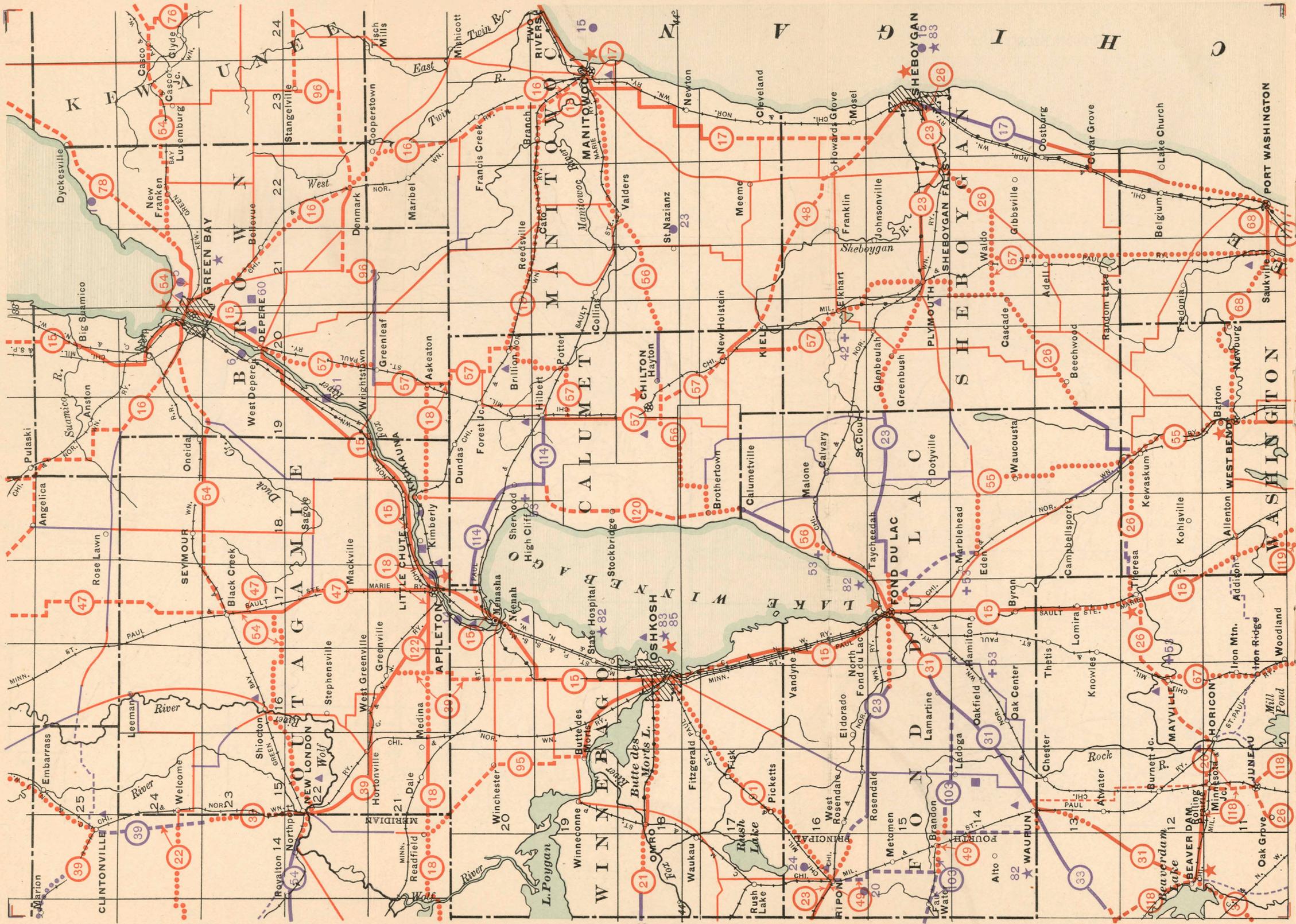
SECTION EIGHT

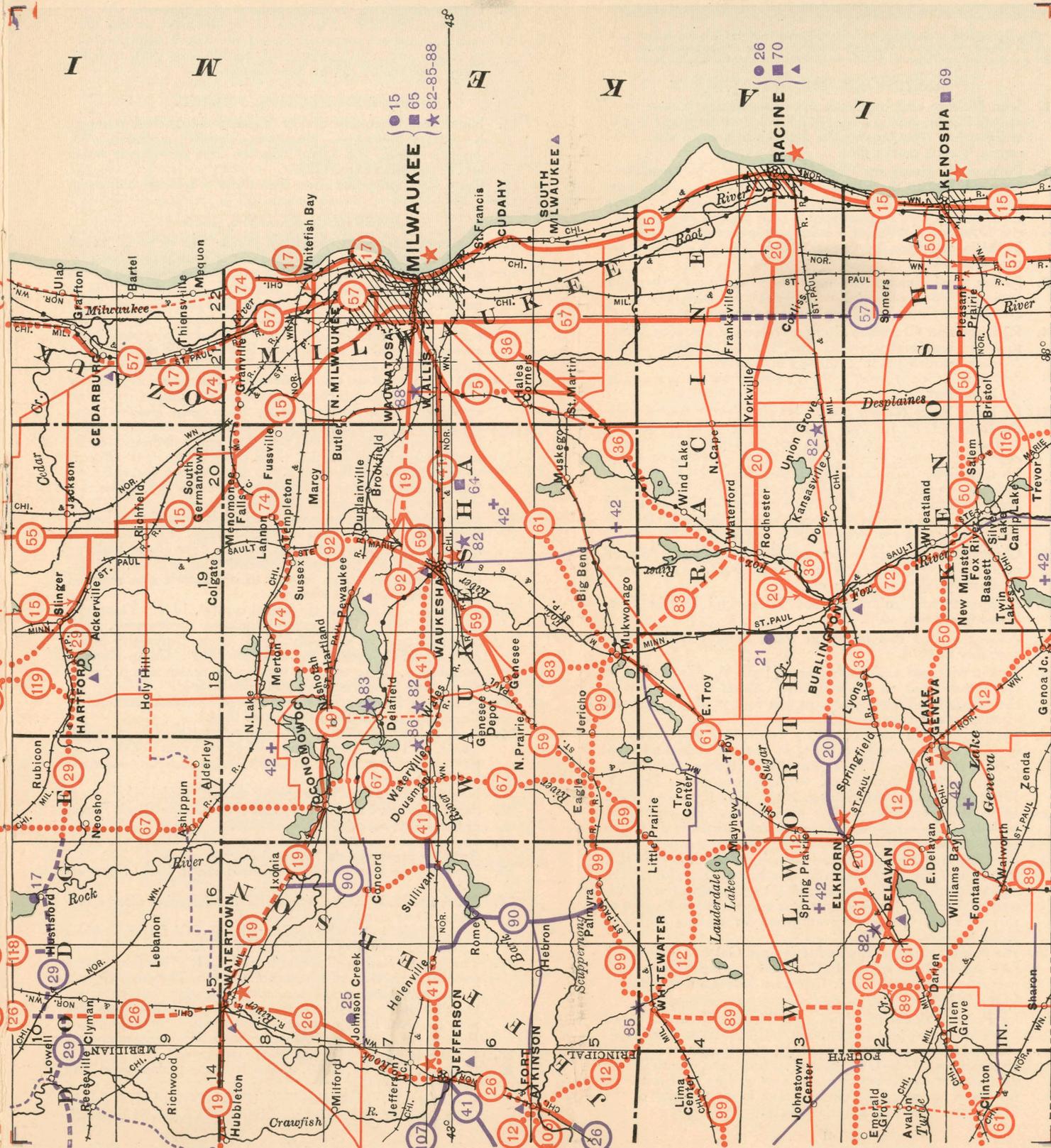
L A K E

S U P E R I O R



CONNECTS WITH SECTION SIX





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 1921 Thousands
Adams	4	1848	684	1,114	78.0	9.3	12,009
Ashland	7	1860	528	91.5	24.5	27,123	
Barron	5	1859	902	1,616	102.9	34.3	53,736
Bayfield	7	1845	1,509	924	139.0	17.1	29,878
Brown	4	1818	538	1,073	128.3	61.9	90,982
Buffalo	3	1853	702	1,007	109.8	15.6	31,171
Burnett	5	1856	889	1,211	72.0	10.7	14,551
Calumet	4	1836	317	637	90.2	17.2	41,255
Chippewa	5	1845	1,031	1,323	119.2	36.5	57,202
Clark	5	1853	1,232	1,657	114.5	35.2	58,904
Columbia	4	1846	798	1,342	148.4	30.5	67,828
Crawford	3	1818	585	1,083	88.1	16.8	28,151
Dane	2	1836	1,241	2,259	211.5	89.4	227,843
Dodge	4	1836	902	1,591	170.2	49.7	122,471
Door	6	1851	466	981	61.3	19.1	26,441
Douglas	7	1854	1,349	1,062	96.0	49.7	81,294
Dunn	5	1854	854	1,488	108.4	27.0	49,310
Eau Claire	5	1856	667	1,010	86.0	35.7	51,179
Florence	6	1882	510	232	34.4	3.6	5,833
Fond du Lac	4	1836	716	1,296	148.0	56.1	103,272
Forest	6	1885	1,054	402	107.1	9.9	16,824
Grant	1	1836	1,182	2,071	195.0	39.0	95,931
Green	2	1858	576	1,069	76.7	21.6	63,466
Green Lake	4	1858	383	569	56.0	14.9	31,988
Iowa	1	1829	762	1,141	82.2	21.5	63,696
Iron	7	1893	797	214	73.0	10.3	16,610
Jackson	3	1853	1,012	1,487	100.5	17.7	28,897
Jefferson	2	1836	581	908	142.4	35.0	77,461
Juneau	3	1856	782	1,235	86.6	19.2	26,809
Kenosha	2	1850	273	487	55.8	51.3	87,402
Kewaunee	4	1852	336	725	69.0	16.1	30,132
La Crosse	3	1851	480	722	84.0	44.3	63,708
La Fayette	1	1846	627	1,146	108.8	20.0	61,255
Langlade	6	1879	868	758	86.2	21.5	28,391
Lincoln	6	1874	908	764	88.4	21.0	29,740
Manitowoc	4	1836	594	1,277	94.8	51.6	90,958
Marathon	6	1850	1,552	2,267	140.5	65.3	96,914
Marquette	6	1879	1,439	1,343	100.6	34.5	34,880
Marquette	4	1836	464	753	49.8	10.4	16,061
Milwaukee	2	1843	242	513	83.0	538.5	865,453
Monroe	3	1854	920	1,373	124.0	28.7	42,963
Oconto	6	1851	1,118	1,172	145.7	27.1	31,503
Oneida	6	1885	1,235	754	156.1	14.0	21,073
Outagamie	4	1851	654	1,158	107.0	55.1	89,467
Ozaukee	4	1853	237	496	60.5	16.3	32,935
Pepin	3	1858	240	420	34.9	7.5	12,511
Pierce	5	1853	586	1,232	87.2	21.7	40,489
Polk	5	1853	959	1,662	89.8	26.9	45,238
Portage	4	1836	819	1,378	124.7	33.6	36,346
Price	5	1879	1,278	866	132.7	18.5	22,387
Racine	2	1836	338	607	70.0	79.0	137,984
Richland	3	1842	592	1,194	88.0	19.8	45,157
Rock	2	1836	720	1,309	142.0	66.1	133,308
Rusk	3	1901	921	915	87.0	16.4	21,959
St. Croix	5	1840	711	1,403	125.5	26.1	52,270
Sauk	4	1840	851	1,571	136.8	32.5	70,334
Sawyer	5	1883	1,380	614	102.0	8.2	14,558
Shawano	6	1853	1,160	1,436	164.0	34.0	44,573
Sheboygan	4	1836	515	1,122	107.2	60.0	106,615
Taylor	5	1875	985	921	80.5	18.0	23,693
Trempealeau	3	1854	747	1,243	126.5	25.0	43,535
Vernon	3	1851	797	1,631	130.0	29.3	48,719
Vilas	8	1893	1,048	446	89.2	5.6	9,190
Walworth	2	1836	576	1,076	141.6	29.3	78,503
Washburn	5	1883	863	1,060	99.6	11.4	16,628
Washington	4	1836	447	946	72.8	25.7	55,150
Waukesha	2	1846	585	1,120	167.6	42.6	81,442
Waupaca	4	1851	772	1,495	137.1	34.2	54,094
Waushara	4	1851	649	1,319	119.2	16.7	24,145
Winnebago	4	1840	489	848	77.0	63.8	102,104
Wood	4	1856	804	1,208	92.0	34.6	48,858
Totals			*55,858	77,280	7,496.5	2,630.9	4,594,740

*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 Jolliet 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 purple circle on the map, with an adjacent purple 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 Groseilliers probably portaged here from the Fox to the Wisconsin River in 1655. They may have reached the Mississippi. Marquette and Jolliet 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 Groseilliers built a waterside fort near Wittlesey'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 Jolliet 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. Nicholas 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, 1814. 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, 1838. 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.**
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.
28. Great forest fire of 1894. Phillips destroyed.
29. Cyclone, June 12, 1899. New Richmond destroyed and over fifty lives lost.
- WISCONSIN FURNISHED 122,215 SOLDIERS, SAILORS, AND MARINES IN THE GREAT WORLD WAR.**

INDEX TO SCENIC FEATURES

A FEW of the most striking scenic features are located on the map by a purple cross with an accompanying number. The following descriptions of each carry the map numbers. The state parks (given on page 44) 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.

POINTS OF INDUSTRIAL INTEREST

SOME of the places of industrial beginnings in Wisconsin are indicated on the map by a purple square with a number in purple adjacent. The following index gives a brief description of the indicated feature:

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.

STATE PROPERTIES AND INSTITUTIONS

(A purple star, with a number in purple 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.
Mendota, Wisconsin Psychiatric Institute.
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, Wild Rose.

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.)
Menomonee, Stout Institute.
Waupaca, State Veterans' Home.
West Allis, State Fair Park.

WISCONSIN FACTS AND FIGURES

AREA 55,856 square miles, population 2,630,889 in 1920, assessed valuation of property, both real and personal (full value) \$4,594,740,000. Increase since 1909 is 76%. For statistics by counties, see page 39.

AGRICULTURE

Wisconsin has 190,000 farms, with a total area of over 22,000,000 acres and a gross income in 1920 of \$487,000,000. Over 10,000,000 acres of fertile land in upper Wisconsin are still unsettled; 70,000 acres of new land are opened each year. Wisconsin is famous as America's premier dairy state. With 2,000,000 milking cows in 1920, or 10 to each farm, there were produced over 9,000,000,000 pounds of milk valued at \$234,000,000. In that year the State ranked first in the production of cheese and condensed milk and second in butter and in milk powders. In 1920, 64.9 per cent of America's cheese, 26.6 per cent of her condensed milk, 24.0 per cent of her milk powder, and 11.4 per cent of her butter, were produced in Wisconsin.

Wisconsin is adapted to a large variety of crops and products, twenty-seven kinds to a value in 1920 of \$323,000,000. She is first in America in such special crops as canning peas, dry peas, clover seed, hemp and cigar-type tobacco; second in cabbage; third in tame hay; fourth in oats, rye and potatoes; fifth in barley. Of the north central states, Wisconsin is first in ten-year average yields per acre in two of seven principal crops, wheat and potatoes; second in two, barley and tame hay, and third in the remaining three, corn, oats, and rye. In no state is scientific agriculture further advanced.

EDUCATION

Wisconsin has ample educational facilities, including the State University, 9 normal schools, 403 free high schools, 31 county training schools for teachers and 6 county schools of agriculture and domestic science. There are elementary schools in every community. In addition to the public institutions, there are 18 denominational and privately supported colleges and universities, and 555 parochial schools. There are 17,695 teachers and 481,634 pupils enrolled in the public schools and approximately eighty-three thousand pupils in the parochial schools.

The estimated total investment in public educational plants and equipment is \$85,000,000 and the annual operating and maintenance cost of secondary and elementary schools is about \$40,500,000.

FISH AND GAME

Wisconsin is a paradise for game fishing. Her lakes and rivers abound in brook trout, pike, pickerel, bass, muskellunge, and smaller fishes. The State Conservation Commission propagates and plants each year over 175,000,000 fry and fingerling. Wisconsin's long-continued policy of extensive fish culture and planting has kept the lakes and streams constantly well stocked. Wisconsin is a state richly endowed by Nature, containing upwards of 4,000 inland lakes, 3,000 trout streams, and millions of acres of wild lands which furnish cover for all varieties of game native to the state, such as deer, prairie chicken, partridge, ducks, and other varieties of waterfowl, rabbits, and squirrels. The State Conservation Commission, Madison, Wisconsin, has a booklet, for distribution, giving open seasons and regulations governing hunting and fishing.

MANUFACTURES

According to the latest available statistics, Wisconsin is the tenth state in manufacturing. Value of manufactured products, \$1,846,984,000. Number of persons employed, 307,899. Wisconsin ranks:

First in cheese, condensed milk, steam engines, pea canning and matches. Second in butter, leather gloves and mittens, refrigerators, and wood boxes. Third in tanned and finished leathers. Fourth in lumber and timber products, hosiery and knit goods, paper and wood pulp, plumbers' supplies, stamped and enamel ware. Fifth in agricultural implements, automobiles, saddlery and harness goods, and trunks. Sixth in canned fruit and vegetables. Seventh in candy and confectionery, and men's clothing. Eighth in foundry and machine shop products, and rubber goods. Ninth in boots and shoes. The metal-working industries are most important; woodworking, leather, textiles and paper follow in the order named.

THE HIGHWAY SYSTEM OF WISCONSIN

WISCONSIN has a State Trunk Highway System of 7,500 miles, which will be marked, signed, and maintained in 1922, by the counties under the direction of and to the satisfaction of the State Highway Commission.

In addition to the State Trunk Highway Systems, many of the counties maintain County Trunk Highway Systems comprising in all about 5,000 miles. The most important are indicated on the maps by a special convention. Most of these county trunk highways are just as dependable as the State Trunk Highways of the same type.

A system of patrol maintenance has been instituted upon all this mileage, 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. The results of this form of maintenance have been very satisfactory, and it is hoped to continue these results in 1922, with the improvement resulting from longer experience and better roadbeds and surfacings.

All patrolmen are paid to maintain their section of road and to assist the traveling public. They are forbidden to charge anything for courtesies rendered travelers, and are expected to give every reasonable service to the public at all times. Reports of ungentlemanly conduct or of any charge made to the traveling public by any patrolman will be appreciated. Nearly one thousand State Trunk Highway patrolmen and about five hundred County Highway patrolmen will be employed in 1922. In addition, there will be numerous crews engaged in gang maintenance—in other words, doing heavy grading and surfacing work beyond the scope of a patrolman's time and equipment.

Though we expect to continue to make improvements, the State Trunk Highway System can now be considered properly marked and signed. If the traveler will use a moderate amount of judgment and care, acquaint himself thoroughly with this booklet and these maps, and will watch the signs, markers, mile posts, detour markers, etc., there is no reasonable 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 and keep the system in good condition in so far as its present state of improvement makes maintenance possible. Do not expect too much, and please realize that many hundreds of miles of road are being kept passable where the type of road we are endeavoring to maintain is absolutely inadequate for the traffic which must be accommodated.

We appreciate and welcome constructive criticism from any person. We earnestly desire the co-operation of the traveling public, and we hope that any errors or deficiencies in the marking, signing or maintenance of the system will be called instantly to our attention.

WISCONSIN HIGHWAY COMMISSION

SPECIAL NOTICES



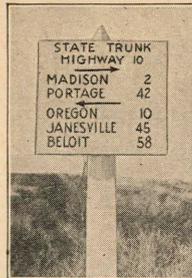
To the left is the standard sign for a Public Camping Ground. You are welcome.

For Detours please consult our Weekly Traffic Service Map, posted at many hotels and garages from May to October.

BE NEAT. Please burn rubbish and paper after roadside meals and see that fire is put out. Help us to keep our roadsides clean and attractive.

DRIVE WITH JUDGMENT. Speed limit in country is 30 miles an hour, in outskirts of incorporated places 20 miles an hour, elsewhere in incorporated places 15 miles an hour. Driver must always prove that he was driving with reasonable care.

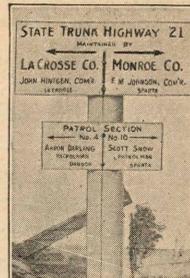
STATE STANDARD SIGNS AND MARKERS



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.

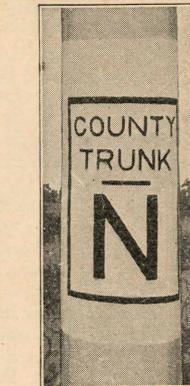


Mile Post
Placed every mile. The number in the triangle is the number of the State Trunk Highway on which the mile post occurs. The number below the triangle is the Distance in Miles from the South or East Terminus of that State Trunk Highway.



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.

1922 OFFICIAL MAP

OF THE
STATE TRUNK HIGHWAY SYSTEM

OF WISCONSIN

"The Playground of the Middle West"

Showing the surfacing and condition of 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 in jstral interest, camping sites, 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.

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copyrighted, 1922, by the Wisconsin Highway Commission, Madison, Wis., in accordance with the provisions of Section 1313 of the Statutes.

PRICES FOR 1922

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

1 Map.....\$0.20	50 Maps.....\$ 7.50
6 Maps..... 1.00	100 Maps..... 14.00
12 Maps..... 2.00	200 Maps..... 26.00
25 Maps..... 4.00	500 Maps..... 60.00

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, \$2.00, postpaid.

Traffic Service Maps showing Construction and Detours are Posted in Public Places from May to October.

Wis. Historical Library

JUN 5 1922

Public Document Dept.

Barcode #89118175942