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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Compiled, Published, and Copyrighted, 1920
by the Wisconsin Highway Commission
Madison, Wisconsin
DISTANCE FINDING TABLE AND EXPLANATION OF ITS USE

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 a glance the short line distance via the State Trunk Highway System, between eighty selected points. These 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 the 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 in the square at the intersection. This is by the short 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 manner as the other route by 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 Milwaukee, 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.

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 map 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 the 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 actual 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.

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.

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 mennomonee, 41 miles; to Hazel Green, 12 miles; to Platteville, 21 miles.

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

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

*For Minneapolis add 8 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 number 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 and highways 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 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**.

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For Wisconsin Rapids see Grand Rapids
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 special 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.

Especially noted. 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 is 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.
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 historic site indicated.)

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 1635. They may have reached Lake Michigan by 1637. They camped at this spot in 1637 on their way to the 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 the rapids of the Wisconsin River. Born in Montréal, 1623; died in the Wisconsin country, 1661. (Here is a memorial tablet erected in 1900 at this site.)

4. Radisson and Groseilliers built a waterside fort near Whitelakes’ Creek and wintered here, 1659-60. Father Claude Allouez founded the first mission in Wisconsin (“La Pointe du Saint-Esprit”) here in 1660, 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 Augustus. Fort Howard, probably on the site of old forts, was built by the Americans, 1816 (tablet near C. & N.W. Ry. depot is near site of old forts). First school built here, 1817; first church, 1824; first newspaper, 1833; first bank, 1835.


7. Marquette and Joliet reached Mississippi by the Fox, Wisconsin route, 1673.

8. Allouez visited this region in 1666; Duluth traded here, 1836.

9. Perrot wintered and traded here, 1685-86. Lincton’s fort (1731) was built on the same site. About a mile north of the village of Superior, at the foot of the mountain, some traces of these forts remain.


11. Fort St. Antoine established here by Perrot about 1686. Perrot took possession for the French King of all the Sioux country, 1689. St. Pierre built a post near the former one in 1736, and this post was established 1750, also called this vicinity. These were all posts for trading with the Sioux Indians.

12. Perrot discovered and mined lead near G.Luna, 1690; built fort opposite Dubuque, 1690. Lead mining of some importance developed, 1742. Modern development came in 1825-1830.

13. La Pointe, Madelaine Island. Le Sueur built a stockaded fort and trading post on the island in 1693. Evacuated 1698. Re-established by Pierre, 1718. Le Rond, 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, for far the most warlike Wisconsin Indians, practically closed the Fox River 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 Vieu, that year, 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, and in 1832 started a crop at Prophetstown (Illinois). Attacked, he defeated Illinois militia at Stillman’s Creek (Illinois), sent his non-combatants to round up the war chieftains of the Piasa, and the fighting to round up the war chieftains of the Piasa, and the fighting went on for several years. Black Hawk escaped, but was captured in the Two tubing, 1816.

18. First Wisconsin Capitol at Old Belmot, now. Lincoln, Wisconsin Territory was organized, 1836. First territorial assembly met here October 25, 1836. Site of old buildings was marked by the State of Wisconsin, 1895.

19. Madison. Selected as territorial capital 1836. Town site surveyed, 1837. First capital building commenced, 1837. Second territorial assembly, 1836. State University, incorporated, 1848; first public schools, 1849. Camp Ripon, 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 Cresco, 1844.

21. J. J. Strang founded a Mormon colony near here, called Voree in 1845; population 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 Communitistic colony, from the Black Forest of Germany, established here, 1854.


25. Probably the first Wisconsin railroad wreck, 1858. Fourteen killed.


27. WISCONSIN FURNISHED 379 SOLDIERS AND SAILORS DURING THE CIVIL WAR.

28. The great “Peegtislig” forest fire of 1871. This fire burned over 2,000,000 acres of Marquette, Menominee, Missaukee, Kewaunee, Door and Manitowoc counties, but climaxed October 8th in the destruction of Peshtigo and a large area near it. Over 1,000 persons in and near Peshtigo and probably 500 on the Door-Kewaunee peninsula died.


30. Cyclone, June 12, 1899. New Richmond destroyed and over fifty lives lost.

31. WISCONSIN FURNISHED 12,215 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 green square with an accompanying number. The following descriptions of each carry the map numbers. The state parks (pennies 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, Athelstan, Berlin, Granite Heights, Red Wing, Lakeville, etc.
44. Dalles of the Wisconsin, Stand Rock, Hornets’ Nest and Gena.
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. Trempeleau Mountain, just north of Trempeleau.
53. Great Dolomite Bluffs, near Mayville, Oakfield, Hamilton, Peebles, High Cliff and Sturgeon Bay.
55. Shell Lake. Has no outlet.
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 Archeological 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 earthworks; 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 Archeological 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.
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, Codington, Hancock, Madison.

81. ARMY CAMPS

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,
Tomatawk Lake, Tuberculosis Sanitarium,
Union Grove, Home for the Feeble-Minded and Epileptic.

Wes, Tuberculosis Sanitarium,
Waukesha, Industrial School for Boys,
Waupun, Central Hospital for the Insane,
Waupun, State Prison,
Winnebago, Northern Hospital for the Insane.

83. FISHER HATCHERIES
Bayfield, Delafield, Eagle River, Madison (2), Minocqua, Oak Island, Chippewa Rivers.

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, Soldiers' Institute.
Memnonie, 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, $4,968,269,000 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 $2,602,530,000. 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 $250,396,300. 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 wheat; fourth in oats; fifth in barley and buckwheat. Of the number central states, Wisconsin is first in an average production per farm 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 the best markets in the world—Chicago, Milwaukee, St. Paul, Minneapolis, Duluth, and Superior.

Wisconsin, only 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 $821,867,000. 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. There are, in charge of three or more teachers; 6,064 one-room schools; 555 parochial schools, making a total of all educational institutions, other than continuation schools, of 8,262. There are 17,000 teachers and 453,000 pupils 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 1920 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 abound in brook trout, pike, pickerel, bass, muskellunge, 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 not 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 goods, paper and cut goods and woolen cloth.
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 its products, including manufactures of being $22,680,000 in 1919.

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 $736,000.
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 miles of road in 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 book 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 order as its present state of improvement makes maintenance so easy. 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 type road which is being maintained inadequate for the travel traffic which must be borne for the future. We welcome constructive criticism from any public traveling over the whole system. We earnestly desire the cooperation of the traveling public in overcoming the delays in the layout, marking, attention to glaring errors or defects of the system, by the state, the counties, signs, or maintenance of the counties, by any or by any of the agents of these units.

With this kind cooperation from the public, Wisconsin can be given a system of main roads, 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 System where any portion of the System is closed to travel. Detours are also patrol main- tained.

Boundary Sign
Placed at all counties and patrol section boundaries, to give the public information as to who is directly in charge, and to enable the public to take credit or censure as the condition of the road may desire.

Official State Trunk Markers
(Left and Right)
These markers are placed on telephone poles, buildings, the ends of culverts, 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 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 danger; R. R. grade crossing, sharp turn and abrupt hills. Causes an indication 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 locate points of historical, scenic, and industrial interest, state parks, and other state institutions.

OFFICIAL STATE TRUNK HIGHWAY MARKER

SELECT THE MAP
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 copyrighted, 1920, by the Wisconsin Highway Commission, in cooperation with the provisions of Section 1313 of the statutes.

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

<table>
<thead>
<tr>
<th>Map</th>
<th>Price</th>
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<tr>
<td>1 Map</td>
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<tr>
<td>5 Maps</td>
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<tr>
<td>25 Maps</td>
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</tr>
</tbody>
</table>

No further reductions 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. Price of map about $5 feet by 6 feet 6 inches. Size of map about 5 feet by 6 feet 6 inches.

Price of wall map: $2.00, postpaid.