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, 1922
By the Wisconsin Highway Commission
Madison, Wisconsin
DISTANCE FINDING TABLE AND EXPLANATION OF ITS USE

**TO MEET** the demand for a table showing distances there has been devised 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, and are 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 vertical 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, 68 miles; total 134 miles. (2) The distance from Milwaukee to Manitowoc is 89 miles; from Manitowoc to Green Bay, 36 miles; total 125 miles. (3) The distance from Milwaukee to Chilton is 81 miles; Chilton to Green Bay, 54 miles; total 135 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 terminals, 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 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 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 they 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.

**NOTE:** To get the distance to St. Paul, add 19 miles to distance from Hudson, 163 miles to distance from La Crosse (via Rochester) and 49 miles to distance from St. Croix Falls. To these figures add 10 miles for Minneapolis. To get the distance to Eau Claire, add 56 miles from Iron Mountain, 195 miles from Hurley, and 68 miles from Marinette.
### Finding Index to Principal Places

The following is an index to over 500 of the principal places in Wisconsin, showing the section of the maps on which these places are, and the numbers of the State Trunk Highways which pass through this or nearest to these places, if any. It was impossible to include map numbers for the space available, but rather 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 to the right 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 name of the State Trunk Highway, given with a star, then, 85.

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### Free Camp Sites indicated thus:—Adams

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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.
A 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.
A BRIEF HISTORY OF WISCONSIN

(So the following brief history and the locations of the historic points shown on the map and the designation "Historic Places" are derived largely from the publications of the Wisconsin 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 by modern Westerners 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 ownership of Wisconsin, beginning 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 Madison, Platteville, and Green Bay. By 1817, most of the territory was ceded to the United States. 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 thirteenth 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 permanent seat, and the second territorial assembly met there in November, 1837. Three capitol 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 indication of the interest.)

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 Groseillers probably portaged here from the Fox to the Wisconsin River in 1635. They may have reached the Mississippe, Missippe, Jolliet and Marquette portaged here in 1673 on their way to their famous voyage down the Mississippi. Tablet marks portage. Regular portage found in operations by Carver, 1766. Fort Winnebago established, 1828.

3. Father René Menard, the first missionary to the Wisconsin Indians, died on the banks of the Bad Axe near the portage around Big Cross Rapids on the Wisconsin River.

4. Radisson and Groseillers built a waterways fort near Whittleswye’s Creek, 1657-59.60. 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 (fort celebrating the victory of Gen. W.W. Marcy over the British in the War of 1812 near the site of the old forts). First school in Wisconsin opened here, 1817; first court, 1824; first newspaper, 1833; first bank, 1835.


7. La Pointe of 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, trading and commandant, established here 1718. Nicholas Marquette, 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 des Morts. Scene of battles with the Fox Indians, 1716-1730. The Fox, by far the most warlike Wisconsin Indians, practically closed the Wisconsin fur trade for many years, and gave great trouble from 1690 to 1740. They were finally driven into Illinois.

15. Northwest Company of Fur Traders established posts at Kewaunee, Sheboygan, Manitowoc and Milwaukee in 1795. Jacques Ives, 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 united and started a crop of Prophetstown (Illinois). Attacked, he defeated Illinois militia at Stillman’s Creek (Illinois), sent his non-combatants to the Lake Koshkonong forays on the settlers, killing about 200 in Illinois and Wisconsin. After several skirmishes, notably the Dodge battle on the Pecos., in the present town of West Lafayette County, and the attack on the Apple River Fort, he retreated by way of Koshkonong, Hustiford, 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 weeks later.

18. First Wisconsin state capitol at Old Belmont, now Leslie. Wisconsin Territorial capital, 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 territorial assembly met here, 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. Strange founded a Mormon colony near here, called Voree, in 1845. The colony had as many as 2,000 at one time, but was removed to Great Bear Island. Strange is buried at Voree.

22. New Glarus. First Swiss colony settled here, 1845.

23. Saint Norbert College, founded 1857, by the Black Forest of Germany, established here, 1854.


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


27. WISCONSIN FURNISHED 22,215 SOLDIERS AND SAILORS DURING THE CIVIL WAR.

28. The great "Peptico" forest fire of 1871, which burned over a large portion of Marquette, Oconto, Shawano, Brown, Kewaunee, and Door counties, spread over the ground October 8th in the destruction of Peshigo, and a large area near it. Over 1,000 perished during the fire, 500 in and near Peshigo and probably 500 on the Lake Michigan peninsula.


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

WISCONSIN FURNISHED 22,215 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.
44. Dalles of the Wisconsin, Stand Rock, Hornets’ Nest and Gens.
45. Monument Rock (south of Viroqua).
46. Ablenam 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.
53. Great Dolomite Bluffs, near Mayville, Oakfield, Harlem, Pierceville, High Cliff and Sturgeon Bay.
55. Shell Lake. Has no outlet.
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 from Milwaukee to 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 Waukecha, 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) 1852.
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 forest. Both real and cadastral property are included, giving the name of the indicated feature.)

80. AGRICULTURAL EXPERIMENT STATIONS


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.
Mendota, Wisconsin Psychiatric Institute.
Milton, 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, Central Hospital for the Insane.
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 (3000 acres) in eastern Douglas County.
Cushing Memorial Park (5 acres), near the junction of the Wisconsin and Mississippi Rivers.
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.)
Menominee State Institute.
Wausau, State Veterans’ Home.
West Allis, State Fair Park.

WISCONSIN FACTS AND FIGURES

AREA 55,856 square miles, population 2,630,889 in 1920. 444 assessed valuation, both real and personal property (full value) $4,594,740,000. Increase since 1909 is 76%. For statistics by counties, see page 89.

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 man, 100,000,000 pounds of milk valued at $234,000,000. In that year the State ranked first in the production of cheese and cream and second in butter and in milk powders. In 1920, 84.9 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 list 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.

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; 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 and 187 county and county school 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 eighteen 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, 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 propagation 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 covering for a variety of wildlife. Whether native to the state, such as deer, prairie chicken, partridge, ducks, and other varieties of waterfowl, rabbits, squirrels. The State Conservation Commission, Madison, Wisconsin, has a bulletin, for distribution, giving open seasons and regulations governing hunting and fishing.

MANUFACTURES

According to the latest available statistics, Wisconsin is the seventh state in value of manufactured products, the value of manufactured products being $1,446,894,000. 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 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 surfacing.

All patrolmen are paid for maintaining 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 so far as its present state of improvement and 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. Do not see that fire is put out. Help us to keep our roadsides clean and beautiful.

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.

1922 OFFICIAL MAP OF THE STATE TRUNK HIGHWAY SYSTEM OF WISCONSIN

"The Playground of the Middle West" Showing the surfaced and condition of the numbered and marked State Trunk Highway System of 7,500 miles, the principal county trunk highways, and other important secondary highways. Also locates points of historical, scenic, and in inestimable interest, camping sites, state parks, and other state institutions.

OFFICIAL STATE TRUNK HIGHWAY MARKER

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

Compiled, published and copyrighted, 1922, by the Wisconsin Highway Commission, 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
6 Maps - $1.00
12 Maps - $2.00
25 Maps - $4.00
50 Maps - $6.00

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 government units, 24 x 39 inches. Size of map about 3 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.