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## A Trip to Wisconsin—Brief Description of Some of Its Chief Cities.

Editor Pomeroy's Democrat:

LA CROSSE, Wis., April 15, 1878.—There is no season of the year in which travelling by railroad is more enjoyable than in Spring. At this time the air is most salubrious, the dust causes no annoyance, and the scenery is charming.

No one can be insensible to the beauty of the new and gorgeous robe which Nature puts on at this period. Everywhere it is manifest in the green of the growing grass and fresh foliage of the trees, in the white and pink of blossom-bedecked orchards, and in the variegated hues of flower-bespangled fields.

The privilege of beholding and realizing all this was afforded me a few days ago when I came up to this place by the Chicago, Milwaukee & St. Paul Railway from Chicago. The trip proved most delightful in every particular, the gentlemanly deportment of the employes and the magnificent and elaborately-finished cars of the Company contributing not a little to make it so.

The country through which this road passes is very fine, and the variety and alternation of its meadows and farms, forest patches and prairies make it specially attractive and interesting to the traveller.

Between Chicago and Milwaukee this road runs through an almost exclusively agricultural region, and but few stops are made, a circumstance which makes it very popular with those wishing to go through from one place to the other in the shortest possible time.

The headquarters of the Chicago, Milwaukee & St. Paul Railway are at Milwaukee, and it has divisions and auxiliary lines branching out from that place into nearly all parts of Wisconsin and Minnesota. For several years there has been more or less rivalry between it and the Chicago & Northwestern Railroad, but it has so signally distanced the latter through abler management that the rivalry may now be regarded as a thing of the past. The managers of the Chicago & Northwestern made the almost fatal mistake of extending the various ramifications of their road far into the wild and unpopulated regions of the North and West, while the Chicago, Milwaukee & St. Paul was kept within politic bounds and made to follow rather than lead immigration. It is but a few years since its extension from Milwaukee to Chicago was built, but it is now remarkably well patronized. At least I found it so on the occasion to which I have been alluding, the train being quite full.

Leaving Chicago at 10:10 A. M., the train was at Milwaukee in good time for dinner, and after stopping there for twenty-five minutes, it started westward. Opportunity of course was not afforded during the brief stops it made to examine very critically the cities and towns along its route. A bird's-eye view, however, was taken, and since it does not disparage any particular place, the impressions it produced may be briefly stated.

Milwaukee is eighty-five miles north of Chicago, and is located at the mouth of the Milwaukee River. The latter runs parallel with the lake shore until it gets into the heart of the city, where it is joined by the Menomonee River, which approaches from the west. Thence the united waters of both rivers flow directly into Lake Michigan, affording the city an excellent harbor. The population is about 130,000. Conforming to the surface of the soil, the city has a gently undulating appearance, rising toward the north and west, but sinking to a level with water-covered meadows on the south. Milwaukee is called "Cream City," on account of the peculiar appearance it presents, a majority of its buildings being constructed of pale, cream-colored brick, manufactured from a whitish clay which abounds in that region. It numbers among its citizens a larger percentage of Germans than any other city in the United States, and in this same connection it may be as well to remark that it is quite unrivalled in the extent and importance of its brewing interests. As a wheat mart, too, it challenges comparison and competition. Its numerous magnificent elevators afford it unsurpassed facilities for handling, storing and shipping grain. It owes a great deal to the enterprise and partiality of Alexander Mitchell, Angus Smith, etc., not forgetting the Chicago, Milwaukee & St. Paul Railway. This corporation has, relatively speaking, done more to build up Milwaukee and foster its business interests than the New York Central has done for New York, or the Pennsylvania Central has been able to do for Philadelphia, or the Baltimore & Ohio has succeeded in doing for Baltimore, or the Cincinnati Southern can do for Cincinnati. The wholesale trade of Milwaukee extends through the greater part of Wisconsin and Minnesota, and is quite large. Local business, however, is more depressed than in Chicago, and wages are generally lower. Yet the present outlook is commonly regarded as encouraging, and the people manifest a fair average of cheerfulness. Milwaukee has a large number of magnificent buildings, chief among which is its Court-House, crowning a commanding eminence near the centre of the city. The National Home, for disabled soldiers is located about four miles west of the city, on the line of the Chicago, Milwaukee & St. Paul Railway. It is an imposing structure, and surrounding it is a spacious park, intersected by numerous walks and avenues. An undulating surface and scattered shade-trees and groves make it appear very picturesque and beautiful.

Bloomfield, Pewaukee and Oconomowoc are the most important places between Milwaukee and Watertown, a distance of forty-three miles. The first has a population of 2,800, while Pewaukee is noted for its Oakton Springs mineral water and for being the centre of an excellent locality for fishing and hunting, has 2,200 inhabitants. Oconomowoc has a population of nearly 3,000, and is celebrated as a resort for tourists and health-seekers. It is almost surrounded by small lakes, forty-one of which may be counted within a radius of nine miles. The town is mainly composed of frame buildings, but being of large size and neatly painted, they look exceptionally well.

Watertown has a population of 11,000. It has several important manufacturing industries, and it competes successfully with Milwaukee in the brick trade. Nearly half of its citizens are of German birth or extraction. It has a fair number of large and substantial buildings, most of which are built of cream-colored brick, that being the kind manufactured at Watertown as well as at Milwaukee. A branch college of the celebrated University of Notre Dame, located two miles from South Bend, Indiana, has been established at Watertown, and it has already taken high rank among the best educational institutions in the State. Rev. Father Colovin, formerly President of the University of Notre Dame, is pastor of the Catholic Church at Watertown, having been succeeded as President of the University by Rev. William Corby, late of Watertown. I have known Father Corby for some years, and I but echo the common voice of those who are acquainted with him when I say that is one of the most generous, thorough and accomplished gentlemen I ever met. He was loved by the people of Watertown, as he is now loved and esteemed by the professors and students of the University.

There are only two towns of note between Watertown and Portage City, a distance of forty-eight miles. These are Reeseville and Columbus. The former has a population of about 3,000 and the latter 2,400. Columbus is a really pretty little place.

Portage City has nearly 6,000 inhabitants. It is well built, though its appearance from a distance is singularly unattractive. It is the headquarters of the lumbering interests of Central Wisconsin. The country about it is quite sandy and presents to the eye of the traveller a somewhat bleak appearance.

Kilbourn City is eighteen miles west of Portage. It is a comparatively small place, having only 2,000 inhabitants, but for wild, majestic, and even sublime scenery it has no equal between Lake Michigan and the Mississippi river. Here are the famous Dells of the Wisconsin River, which passes by Kilbourn City in its southwestern course. The river is spanned by a substantial iron bridge, and in passing over it the traveller may get from the windows of the car a brief view of this sublime scenery in the stupendous rocks that rise out of the tortuous channelled river or form its precipitous banks on either side.

The largest towns between Kilbourn City and La Crosse are Lemoultier, 2,160 inhabitants; Mauston, 1,500; Lisbon, 1,200; Tomah, 1,100; Sparta, 4,600, and Bangor, 1,300. Of these, Sparta is far the most important. Indeed, it is not surpassed in interest by any place between Milwaukee and La Crosse. It has one of the best mineral springs in the country, and during the past few years it has become famous as a resort for health-seekers. The houses are generally large and substantial frame buildings, and the society is exceptionally good. There is one tunnel on the La Crosse Division of the Chicago, Milwaukee & St. Paul Railway, and that is twenty-seven miles east of Sparta. It is one of the longest in the West, and is quite a curiosity, tunnels being so rare in the Northwest. From this tunnel westward to the Mississippi the land is hilly and broken, the soil in the valleys being more fertile than eastward of the bluff range. With reference to its soil, we may divide Wisconsin from east to west into three parts, i. e., along the line of the Chicago, Milwaukee & St. Paul Railway. The eastern third is quite fertile, the central one is comparatively poor, bleak and swampy, and the western third is very good in the valleys, and middling along the bluff ridges. This last is well timbered with pine along Black River and northward of La Crosse, while to the south the best qualities of hard wood are to be found in abundance.

La Crosse is beautifully situated at the confluence of the Mississippi and Black Rivers, 280 miles from Chicago. It is second only to Milwaukee in point of influence throughout the State, though its population is not over 14,000. For a city of that many inhabitants it is remarkably well known in all parts of the country. It is scarcely necessary to tell what State La Crosse is in to any well-informed business man from Boston to San Francisco. Nearly all have heard of it and know where it is located. This is partially due to the peculiar eligibility of its site, there being no area of equal dimensions between St. Louis and St. Paul so well adapted for a city. Its site is a gently undulating prairie, extending over three miles east from the Mississippi River, and having an average length of about five miles from north to south. The eastern boundary of this prairie is formed by a line of high bluffs, which contain inexhaustible quantities of building stone. These bluffs present a somewhat serrated front, and between them are numerous fertile valleys or "coolleys," which are divided up into highly cultivated and productive farms. Four or five miles back from the river the bluffs knit together in many places

into a compact and even surface, and the high land thus formed is called ridge land. This is also quite productive, and is generally laid out in farms. To the north and south the prairie upon which La Crosse is built terminates abruptly in low "bottoms," subject to inundation for a few weeks every Spring. These "bottoms" are well timbered, and the cattle of the city find in the luxuriant grass that grows upon them an abundance of nutritious food. The Mississippi constitutes the western boundary of La Crosse. West of that is Minnesota, with its heavily timbered swamp land and high bluff range in the distance, crowned with fertile and well cultivated ridge-farms. La Crosse is located at the most important bend of the Mississippi, and is commonly described as the "key" of that great river. From St. Cloud, Minn., to La Crosse, a distance of nearly 300 miles, its course lies in an almost undeviatingly south-eastern direction, but here it curves and turns abruptly to the south, which direction it keeps for nearly 100 miles. It is joined at this place by the Black and La Crosse Rivers upon the east and by Root River upon the west. From this brief description of the topography of La Crosse and vicinity, it will be perceived that its location is exceptionally beautiful and picturesque.

No city in the State has suffered less visibly from the effects of prevalent hard times than La Crosse. The buildings erected and improvements made since 1873 have made average additions of about \$350,000 a year to its aggregate wealth. Until recently it was quite backward in railroad facilities, but now it has four excellent lines, viz., the Chicago, Milwaukee & St. Paul, the Southern Minnesota, the Green Bay & Minnesota, and the Chicago & Northwestern. The largest iron bridge that spans the Mississippi has been built across it and Black River at this point by the Chicago, Milwaukee & St. Paul R. R. Co. This is also used by the Southern Minnesota Railway, which, under the remarkably efficient management of Manager Van Horne, has become one of the most prosperous roads in the West.

La Crosse is surely and steadily gaining as a wholesale and manufacturing centre. Among its mills for the manufacture of flour those of D. J. Cameron and E. V. White are known all through the Northwest. It has four or five large breweries, too, chief among which is the one owned by John and Charles Michel. This is a vast concern and compares favorably with the finest of the kind in Milwaukee. Beer drinkers of Western Wisconsin and Minnesota take the La Crosse article almost exclusively. Its lumber interests are, however, the most important. There are six or seven large saw-mills along the bank of the Black and the Mississippi River at this place. These furnish employment to nearly 1,000 persons, and ship large quantities of lumber far and wide through the Northwest. This city is the recognized headquarters of the lumbering interests of Western Wisconsin, and a large number of wealthy lumber dealers reside here. Its educational facilities are not surpassed by those of any other city in Wisconsin. The number of its public and private schools is remarkable. Its churches, too, are numerous and commodious. It is the headquarters of one of the three Catholic dioceses into which Wisconsin is divided. Bishop Heiss, who is a very energetic man, has founded a large number of Catholic institutions in the city, chief among which is a magnificent brick convent, one of the largest in the State. There is a remarkable paucity of public buildings in the city, and it does surprisingly well in making so fine a showing without them. It is beautifully laid out and compares favorably with any city in the Northwest in the commodiousness and substantial appearance of its residences. Though it has some fine business houses, they are scarcely upon a par with its private dwellings in elegance and costliness. It numbers among its citizens some of the most enterprising men in the State, such as Messrs. Seymour, Van Steenwyk, Anderson, Davidson, Van Horne, Hixon, Rodolf, Losey, Colman, Nevins, McMullan, Weston, Hanscom, etc. Hon. Angus Cameron, United States Senator from Wisconsin, is also a resident of this place, as is likewise his brother, Judge Hugh Cameron. There are six newspapers published in La Crosse, viz.: Republican-Leader, Liberal Democrat, Nord (German), Faederlandet (Norwegian), Northwestern Miller (Greenback), and a temperance weekly. Over a third of the people of La Crosse are of foreign birth, and these are mainly Germans, Norwegians and Bohemians. Though there are but few Irish in the city or county, they are sterling, honest and enterprising, and make their presence felt as an industrious and law-abiding element of the community.

The Greenback movement has made great headway all through this section of the State. With some preparatory drilling and a fair vote, there is scarcely room for doubt that the Greenbackers could carry the city and county. Among them are some of the best and most independent citizens of La Crosse, such as Messrs. Maguire, Grover, Moer, Doran, Turner, Gallagher, Boulger, Hoynes, Hoppin, Keller, etc.

La Crosse is comparatively free from debt, and there is no city on the Upper Mississippi that has better prospects. It is undoubtedly destined to become a very large and very important city at an early day. And none will rejoice more than the writer at its prosperity and the prosperity of its people. WILLIAM HOYNES.

### Greenback Convention.

MARTINSVILLE, Clark Co., Ill., May 4.

To the Representatives of the Greenback Clubs of Clark County, Illinois, in Convention Assembled:

GENTLEMEN:—1. The true Greenback men of Clark County consists of those who are working under charters authoritatively issued by M. M. Pomeroy, Chairman National Greenback Organization Committee, Chicago, Ill., appointed by the Convention of clear Greenback men that met in Chicago, Aug. 23, 1876, to nominate a candidate for Vice-President of the United States, in the place of Booth, of California, who declined the nomination, to hold and discharge the duties of Chairman of said Committee until his successor should be appointed by a regular true National Greenback Convention to assemble at a place and time to be selected in the future by the National Greenback clubs in the United States.

2. Therefore, gentlemen, we have met as representatives of the Greenback clubs in Clark County, the names and location of which are appended to this declaration, to elect from the members of these chartered clubs two men in Clark County and two men at large for the Fifteenth Congressional District, to act as Executive Committee for the Congressional District.

3. That it is recommended that each club at its next meeting select from its role of members, four men, to be members of this Executive Committee, that are known to be zealous in the work and unflinching in defence of the Greenback principle as announced and proclaimed in our platform, as follows:

1. The Greenback dollar must be a legal tender for the payment of all debts, and by the Government issued, protected and received as absolute money at par with gold.

2. The Greenback to be the legal-tender money of the country, and to be issued by the Government.

3. The General Government alone to issue money, and this for the benefit of all, and not to, through nor for the enrichment of National Bankers.

4. All kinds of property owned by individuals or corporations to be taxed alike.

5. The immediate calling in of all United States bonds, and payment of them, principal and interest, in legal-tender, lawful greenback paper money of the United States, and every dollar of such issue of legal-tender lawful money to be protected by the Government as at par with other lawful money in gold or silver coin, never to be converted into bonds of any rate or class.

6. Honesty and economy in the administration of public affairs.

4. Upon which the Greenback men of Clark County, as organized, or those that hereafter may be organized, propose to stand until it is added to or improved by the counsel and wisdom, patriotism and fidelity of an unquestionable Greenback National Convention to be hereafter called together.

5. It is further suggested that this Greenback Executive Committee so formed, then elect from its members the man who can and will do the most toward perfecting and strengthening the Greenback organization of the State of Illinois; a man who will work, plan, and be useful and true to the cause; active, aggressive and unflinching in the work of the Committee, who is to act with the National Greenback Organization Committee of the State.

6. That we hereby declare that the Greenback cause is safer, and will unfold faster under the management of representative Greenback men and their officers as elected or chosen by the chartered clubs, than it can under the mismanagement of those who look to the future with no other idea than to receive the votes of Greenback men.

7. That we hereby declare that we repudiate the work at Toledo and Springfield, and will continue the name of Greenback, and the work the name signifies, until the principles announced in our platform shall, under the direction of providence, prevail.

8. That we will continue in our efforts to organize National Greenback clubs to form the Greenback party of Illinois and the United States, and that we invite all voters, regardless of race, creed or color, nationality or previous condition of servitude, including young men of 17 years of age and over, to assist us in forming clubs, that all may become members of this, the party of the people.

9. Resolved, That we recognize in M. M. Pomeroy, Chairman of the National Greenback Organization Committee, an untiring, efficient and faithful officer, and in our opinion it would be better for our cause if we had such a man in every State of the Union.

10. That this declaration of our principles and the proceedings of this Convention, preliminary to county, State and National organization, be published in POMEROY'S DEMOCRAT and Eastern Illinois. Respectfully submitted,

C. C. POMEROY,

Committee of Organization, Clark Co., Ill. The Convention met as appointed, and the foregoing declarations and resolutions were adopted, and the various committees appointed and approved. Five clubs were fully represented, the sixth club being remote, notice having failed to reach them. It was a harmonious meeting in every form, and adjourned to meet again in two weeks, resolved to push onward the work.

R. R. SCOTT, Chairman.

H. B. LEE, Secretary.