

ness prevailed, and Whitewater sustained its share of the prevalent misfortune. Of course, such circumstances as these constituted hard times; and as the farmers suffered, the village failed to prosper, though through the liberal policy of Dr. Trippe, who owned the principal portion of the town site, and did much during his life to increase the size of the place, it had attained 800 inhabitants by the year 1852.

But the completion of the Milwaukee and Mississippi Railroad to this point, in September, 1852, made a perfect revolution, in not only the village, but the surrounding country also; nor did this change cease when the road was built beyond us, but from the time when the Depot was located, down to this day, our town has grown steadily and rapidly in numbers and wealth. The whistle of the first locomotive that entered the place, awoke a spirit of energy which has pervaded its business ever since, and has increased its population in three years from 800 to 1600.

Having thus given an outline of the past history of Whitewater, we will endeavor to describe its present condition. It is a village of 1600 inhabitants, and is said by travelers to be as handsome as any of the size in the State; situated about fifty miles west of Milwaukee, and is surrounded by a beautiful farming country, consisting of burr oak openings and prairie, selling at an average of \$20 per acre.

In giving an account of the business of the place, we will commence at the Depot—it being the business center. The Depot is the largest and most commodious on the line of the road, and that a large quantity of produce is shipped from there, is well shown by the following statistics, which we have copied, with the kind assistance of Messrs. D. W. Richardson and H. M. Congar, from the books of the Company, that were very obligingly placed at our service, for the purpose, by Mr. E. Barber, the Freight Agent.