

actual settlers than this, and none have greater prospects of becoming a *great agricultural county* than Marathon."

Some of the most enterprising men in the State, located early near Big Bull Falls, who by their energy and capital, gave an impetus to business there, and tended to develop the resources of the country, even sooner than was done farther down. Some of the heaviest lumbering establishments are in that region, and good farms were opened above Wausau many years since. These improvements have tended to draw attention that way and at this time the neighborhood of Wausau is known as an important *locale* in Central Wisconsin, standing by itself, and having important commercial facilities and improvement policies of its own. As a business *centre* of a vast interior country of the State, it has projected thoroughfares, railroads, &c., of its own, forming no dependencies on the lower part of this river. Within a few months, a most important scheme of the latter kind has been projected—a railroad from Lake Michigan at Sheboygan, *via* Appleton and New London, direct to Wausau, and thence northwesterly to an intersection of the Milwaukee and Horicon railroad, to Superior City. Here also, it is supposed, will be an intersection of the railroad from Stevens' Point to Ontonagon.

As the country settles, the vast territory of Marathon must be divided up into other counties; probably eight or ten in number, with a population, in a few years equal, or greater than that of as many now in any part of the State.

Portage County, by a late act of the Legislature, setting off Wood County, on the south-west, is reduced to the constitutional limit, containing now twenty-two townships. It is thirty miles in length, north and south, and some twenty broad, east and west. The southern and eastern portions are mostly openings, and well settled; the northern and north-western portions are mostly timbered, containing considerable quantities of choice Government lands still in