

that is, about 1874;¹ but Shawano had what the northern counties generally did not have—several government roads; the United States military road from Green Bay to Lake Superior cut Shawano county from east to west, and another government road ran from Shawano to Oshkosh.²

In both Shawano and Marathon counties, the north-German—particularly the Pomeranian—element prevails. Settlement was gradual. Many were drawn thither by the fact that friends and relatives from the same village had preceded them, and also by the large German element already in the state.

The western part of Marathon county, and the counties of Wood, Taylor, Price, and Ashland, are cut by the Wisconsin Central railroad. In 1871 the road was completed to Stevens Point, and in 1877 to Ashland.³ A grant of land was obtained from the government, including alternate sections within twenty miles of the road; while the remainder, retained by the government, was to be disposed of under the homestead law, or was withheld for a time for the benefit of the road. Much of this land has been sold and settled through the efforts of the railway agents.

From 1880 to 1891, as above stated (p. 329), the Wisconsin Central Railroad Company's agent, Mr. Kennan, was likewise the agent of the state, with an office at Basle, Switzerland.⁴ Through his exertions and those of the board, a

¹ By 1874 the Wisconsin Valley railroad was constructed to Wausau along the river. Giles's "Wisconsin Railroads," in Sydner and Van Vechten's *Hist. Atlas. of Wis.* (Chicago, 1878), p. 168.

² Other government roads are to be found in the eastern counties, which no doubt had some influence on the location of German settlements. A road ran from Green Bay to Manitowoc, thence to Milwaukee; another skirted Lake Winnebago, on the eastern shore; while another ran from Green Bay along the southern bank of the Fox, thence southwest through Winnebago and Green Lake counties to Portage; Fond du Lac, Watertown and Milwaukee were connected by yet another.—*Wis. Hist. Coll.*, xi., p. 229.

³ Giles's "Wisconsin Railroads," p. 167.

⁴ The work which Mr. Kennan accomplished in Germany required great tact, since the German governments were making most strenuous efforts to prevent schemes for promoting emigration.