

spring of 1804 he was elected to the same office, and held it for eight years. Since then, he has held the office of district-attorney for two years. He has been active in business, and prominently connected with many enterprises touching the prosperity of the State.

JOHN NAZRO.—He was born at Cape Haytien, a seaport town on the island of Hayti, Dec. 10, 1826. His father was born in Massachusetts, and his mother in New Jersey. Mr. Nazro is a descendant from the French on both sides. His father was engaged, in early life, at Cape Haytien, in the commission-trading business between that place and Boston, Mass. His parents returned to Boston when Mr. Nazro was about two years old. Here he resided until February, 1847, when he removed to Milwaukee, in which city he now resides. He was married in September, 1851, to Clara B. Blanchard, a daughter of Dr. A. Blanchard of Truxton, Cortland County, N.Y. They have had seven children. Mr. Nazro graduated from the Boston High School at the age of fifteen. He then entered a commission-house, remaining there for about five years. He was bookkeeper with Nazro and King of Milwaukee for one year. In May, 1848, he bought out J. C. Cramer and Co., dealers in hardware, and started in business under the firm John Nazro, jun., and Co. In May, 1850, he united with H. J. Nazro. In May, 1854, H. J. Nazro left Milwaukee to reside in New York, leaving the management of the business, which was then considered large, with him. In May, 1860, the name of the firm was changed to John Nazro and Co., under which name it still exists. Two years later, he became the sole proprietor. His first year's business, in 1848, amounted to eleven thousand dollars, and has advanced to a million, five hundred thousand dollars. His present store is the largest in the United States. Its dimensions are one hundred, by one hundred and forty feet. Mr. Nazro has never held any public office. He has declined many high political positions which have been offered to him. He has held a large number of positions of private trust. His commercial history is closely identified with the growth of Milwaukee. It has never been dishonored. He is a man that desires no enclaves, but prefers to let his acts, character, and reputation speak for themselves.

DAVID MARSH KELLY.—He was born in Hamilton, Mass., in 1841. He is the son of Rev. George W. and May M. Kelly. When about ten years old, he removed, with his parents, to Haverhill, Mass. He studied law, and was admitted to the bar in 1865, to practise in all the courts of that State. Immediately after his admission, he formed a partnership with H. N. Merrill, and commenced the practice of law in Haverhill. In 1867 he removed from Massachusetts to Appleton in this State. Here he became a director of the Green Bay and Mississippi Canal Company, and took charge of a line of steamboats running in the interests of that company on the Upper and Lower Fox Rivers, and on Lake Winnebago. In 1868 Mr. Kelly became vice-president and superintendent of the Lake and River Transportation Company; and he removed from Appleton to Green Bay, where he now resides. In 1869 he purchased the interest of the Dousmans in the property and business of Dousman and Elmore of Fort Howard, Wis., owners of the Green Bay Elevator, and doing a wholesale and commission business in grain, coal, salt, &c. A partnership was formed by Hon. Andrew E. Elmore, James H. Elmore, of Fort Howard, and Mr. Kelly, under the name of Elmore and Kelly. This firm now ranks as one of the heaviest and most reliable business-houses in the State. In 1870 he became a director and vice-president of the Green Bay and Lake Pepin Railway Company, a corporation organized for the purpose of constructing a railroad from Green Bay to the Mississippi River. After careful investigation of the project, he became convinced that there was great merit in the enterprise. He therefore resigned his offices with the company, and entered into a contract to construct the entire line, binding himself to complete the road to the Mississippi on or before Jan. 1, 1876. The first rail was laid in 1871; and in twenty-five consecutive months from that time the work was completed. This road is now known as the Green Bay and Minnesota Railroad. Mr. Kelly is its present vice-president and general manager. During the Rebellion, Mr. Kelly served eighteen months in the Union army, and took part in the siege of Fort Hudson, and other important operations of the war. For so young a man, Mr. Kelly has seen much of life, and in various phases, having been in turn, student, saltwater