

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume IV, Number 12 [Saturday, February 22, 1873], page 3, column 4

**The contract for building the Extension to the Menominee iron range has been let by the C. & N.W.R.R. Co., to Featherly & Farnsworth of Green Bay.** They are to commence work immediately.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume IV, Number 15 [Saturday, March 15, 1873], page 3, column 4

**P.M. Brown** is clearing away a lot at **section 42**, or **Power's Station**, for the purpose of erecting a hotel. The junction of the **Menominee Range Road** will be there.

To date no records or accounts have been found regarding the work done on the **Menominee Range Railroad** in 1873. Unfortunately, the Panic of 1873, a nationwide economic depression, occurred, resulting in the cessation of railroad building and exploring for iron ore until the economy began to recover several years later.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 21 [Saturday, April 29, 1876], page 2, column 2

It is rumored that work will commence on the **Menominee Range Railway**. It is to be hoped that the report may prove true, and the work go on without delay.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number

26 [Saturday, June 3, 1876], page 2, column 2

The **Menominee Range R.R.** project don't [*sic – doesn't*] appear to pan out with that degree of success which it's [*sic – its*] friends wish it. We had hoped ere this to announce that operations had been commenced but we very much fear that the bottom has fell [*sic – fallen*] out of the business, as it is impossible to find anyone who knows anything positive about the intentions of the managers.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 27 [Saturday, June 10, 1876], page 2, column 2

The *Menominee Journal* feels quite positive that the **Menominee Range R.R.** will be built during the coming summer, but says it can't give reasons for it's [*sic – its*] opinion. We certainly hope "the opinion" will prove true, reason or no reason.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 29 [Saturday, June 24, 1876], page 2, column 2

**S.H. Selden** Esq., has been engaged the past week in making a survey of the **Menominee Range Railroad** and at the present writing it looks as though the branch would speedily be built.

The following account, found while researching the extension of the **Menominee Range Railroad**, may help the reader to better identify the time frame in which the **Menominee Iron Range** was being opened up. The survey by **S.H.**

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**Selden** from **Powers Station** to the **Quinnesec Mine** was being run at the same time **General George Armstrong Custer** led his troops to their death against **Sitting Bull** and the Sioux nation at the **Battle of the Little Big Horn**.

*The Escanaba Tribune's* editorial comments on the matter probably reflect the nation's feelings toward the Indians at this point in our history.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 31 [Saturday, July 8, 1876], page 2, column 3

## TERRIBLE MASSACRE.

The daily papers of Thursday are teeming with accounts of a terrible massacre of **Gen. Custer's brigade** on the **Little Horn [sic – Little Big Horn] river**. Upwards of **300 men were slaughtered by the Indians** whom the troops encountered at that point. The report is fully confirmed by later dispatches. It is to be hoped that this terrible slaughter will have the effect to put a stop to the namby pamby policy of the government and that now a war of extermination will be waged.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 35 [Saturday, August 5, 1876], page 2, column 2

Early in the week **Marvin Hughitt[,]** General Manager, **Albert Keep[,]** President, **E.H. Johnson[,]** Chief Engineer and **C.C. Wheeler[,]** Assistant Gen'l Sup't[,] paid this country a visit. [NOTE: These

men were officials of the **Chicago & North-Western Railway Company.**]

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 35 [Saturday, August 5, 1876], page 3, column 3

## MENOMINEE RIVER RAILWAY.

**S.H. Selden[,]** chief engineer of this road[,] has just completed the survey to the **Quinesaik [sic – Quinnesec] Mine**, distant fifty miles west from hear [sic – here].

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 36 [Saturday, August 12, 1876], page 3, column 3

The survey of the **Menominee Range Railway** has been completed, and it is hoped that work will be commenced as soon as possible, although nothing is yet known definitely what the policy of the company may prove to be.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 38 [Saturday, September 2, 1876], page 2, column 2

## MENOMINEE RANGE R.R.

As we go to press, information comes to us that the **Menominee R.R. Co.** have [sic – has] filed the map of their route from **Spalding to Quinnesec**, and we have other news to the effect that work will commence at once. A party of men arrived here last evening from **Ishpeming**, with a quantity of giant powder, blasting tools & c.,

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and left for the **Quinnesec Falls**, where the work of blasting the large rocks at the foot of the falls, will be carried into effect. – *Menominee Journal*.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 52 [Saturday, December 2, 1876], page 2, column 2

## MENOMINEE R.R.

We have information, seemingly reliable, indicating that work will be speedily commenced on the construction of the **Menominee Iron Range branch of the C. & N.W. R'y**. We are not at liberty to give details this week. The building of this road would be of great advantage to Green Bay and this whole section. – *Green Bay Advocate*.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 52 [Saturday, December 2, 1876], page 3, column 4

## GOOD NEWS.

**Judge Ingalls** brings word that the prospect is now very fair for building the **Menominee Iron Range Railroad**, and that considerable work will probably be done on it this winter. The **C. & N.W.R.R. Co.** has decided to take hold of the matter, and will push the thing with as much dispatch as possible. – *Menominee Herald*.

That is all right. It will bring us 25 miles nearer to St. Paul and then, for the next link westward. The people along the Wisconsin River are anxiously waiting to get an outlet

to our lake system, this way[.] Speed the good work.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 445 [Saturday, January 27, 1877], page 4, column 1

Work on the **Menominee Range Railroad** is being pushed rapidly forward. The road commences at a point on the **Chicago & Northwestern railway**, twenty-three miles from **Escanaba**, and forty-two from **Menominee**, at **which buildings to be used as offices, stores, boarding houses and dwellings have been erected**. Three hundred men are at present employed, which force will be increased as soon as arrangements can be made for their accommodation. It is intended to have the road built to the **Breen mine on section 22, township 39 north of range 28 west**, at the opening of navigation, when active work will commence at that mine.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 11 [Saturday, February 17, 1877], page 3, column 2

The many friends of Mr. **Samuel H. Selden**, [sic] will be glad to learn that he has so far recovered from his late indisposition, as to be able to resume his regular duties again as **Chief Engineer of the Menominee Range Railway**.

## TO BE EXTENDED.

The joint committees on railroads last Saturday morning reported in favor of

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extending the grant to the **Menominee Iron Range Railroad** for two years on condition that twenty miles be completed before January 1st, 1878, instead of ten miles, as required by the terms of the existing law. The committee say *[sic – says]* proper restrictions should be thrown around the grant so as to protect the interests of, and on the completion of the road to secure a permanent benefit to, the State.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 12 [Saturday, February 24, 1877], page 3, column 2

## SEVERE ACCIDENT.

On Friday Feb. 16th a man by the name of **James Gulley**, was very severely injured in a cut, in which he was working, on the new railroad about 3 miles from **Sec. 42**, by caving in of the side of the cut, which buried *[sic – buried]* him and several others under it. When extricated his bones were found to be badly broken and protruding through the flesh in some places. **Dr. Mulliken***[.]* of this place, was summoned as soon as possible and found the main injuries to consist of, compound fracture of both feet, also a compound fracture above one knee and a simple fracture above it. The right arm was also fractured. His wounds were attended to as well as could be done under the circumstances and he was then brought to the **Central Hotel** in this village. He is now as comfortable as can be expected and as he is a man of robust constitution it is probable that he will recover.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 12 [Saturday, February 24, 1877], page 3, column 3

On Saturday morning **Mr. Aiken***[.]* who is one of the foremen engaged on the **Menominee Range Ry.**, had the wind knocked out of him, by a piece of stump weighing about 100 pounds, thrown by a blast just let off, which struck him just below the belt and landed him about twenty feet away. Another man was standing about three or four rods further on; it took his underpinning from under him and reversed ends quicker than you could say Jack Robinson. Fortunately neither parties *[sic – party]* were *[sic – was]* materially injured.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 449 [Saturday, February 24, 1877], page 4, column 1

Work on the **Menominee** *[sic – Menominee]* **Range Railway** is being pushed with great vigor, there being at present a force of not less than 600 men employed*[.]* **Clark, Lipe & Co.** have *[sic – has]* a sub contract for that part of the line west of the **Breen mine**, and there is no reason to doubt but that the track will be completed to the **Quinesaik** *[sic – Quinesec]* early next fall – possibly in time for the shipment of some ore before the close of navigation. The building of this line is attracting a great deal of attention to the new iron field, and negotiations are now in progress looking to the extension of the railway from the **Quinesaik** *[sic – Quinesec]* across the river to the newly discovered deposits in Wisconsin.

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*The Escanaba Tribune*, Escanaba, Delta  
County, Michigan, Volume VIII, Number  
13 [Saturday, March 3, 1877], page 3,  
column 2

## EXHUMATION.

Mr. **Phillip Secor**[.] of Grand Traverse  
City, heard through the TRIBUNE, of the  
death of **Louis Secor** by an accident on the  
new railroad Feb. 7th, and as he had a son  
of that name who had left home a few  
months before, he presumed that it was him  
[sic]. The description sent in answer to  
telegrams answered exactly and he  
accordingly came on here and had the body  
exhumed last Sunday, but was much  
pleased to find that it was not his son.

*The Escanaba Tribune*, Escanaba, Delta  
County, Michigan, Volume VIII, Number  
15 [Saturday, March 17, 1877], page 3,  
column 2

One thousand tons of railroad iron for  
the **Menominee Range railroad** was  
received at **Powers (Sec. 42)** this week[.]  
This will lay about eleven miles of road.

Work is progressing finely on the  
**Menominee Range railroad** and the  
contractors are pushing matters  
energetically. The different mines along the  
route are getting things in shape to take  
advantage of the completion of the road to  
their several localities. We expect to make  
a trip in that direction next week and can  
then say more about it.

**E.P. Parks**, Esq. was in town on Friday.  
He is engaged at present on the **new  
railroad**.

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Number 452  
[Saturday, March 17, 1877], page 4,  
column 1

FROM the *Menominee Herald* we learn  
that a new company has been organized  
under the name of the **Menominee Mining  
company**, to which has been transferred  
the leases of the **Breen, Breitung** and  
**Quinnesaik** [sic – *Quinnesec*] properties,  
originally and lately held by the **Milwaukee  
Iron company**. Mr. **Whitehead**, the  
superintendent for the new company, is on  
the ground and expected to have a force of  
miners at work on the Breen deposit this  
week.

*The Escanaba Tribune*, Escanaba, Delta  
County, Michigan, Volume VIII, Number  
16 [Saturday, March 24, 1877], page 3,  
column 2

The bill making a grant of land in aid of  
the **Menominee Range R'y** has passed  
both branches of the Legislature. Twenty  
miles of road to be be [sic] completed by  
Jan. 1st, 1878.

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Number 453  
[Saturday, March 24, 1877], page 4,  
column 1

By a letter just received from a member  
of the engineering corps on the line of the  
**Menominee Range railway**, we learn that  
work is progressing favorably to the  
completion of the road to the **Quinnesaik**  
[sic – *Quinnesec*] mine by the first of  
August next. The frost is a hindrance  
rendering it necessary to use blasting

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powder in loosening the ground in grading. Arrangements were being made to commence work in the **Breen and Quinesaik** [sic – **Quinnesec**] mines during this week, to put them in shape to produce ore. There is a prospect of considerable work being done the coming summer along the line of this road in the way of prospecting for mineral [sic – *minerals*].

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 17 [Saturday, March 31, 1877], page 3, column 3

The philanthropist who runs the *Marquette Mining Journal*, [sic] has had his extremely benevolent sensibilities shocked and stands aghast at the "wanton inhumanity," of **Delta or Menominee counties**, in sending a man who was unfortunately very seriously injured on the **new railroad**, to **Marquette** for treatment and furthermore thinks it "a rather questionable trick to get rid of a county charge." If the benevolent individual aforesaid had taken pains to inform himself, he might have arrived at the truth of the matter and not have blundered into making a very serious charge, against the two counties in question.

The facts of the case are these; the man **James (not Patrick) Gulley**, was very badly injured in a cut by a frozen bank falling upon him, Feb. 16th. A physician from this place was immediately summoned by the contractors, **Messrs. Wells & Goodrich**, to attend to him. He went and did all that could be done for the injured man, with the appliances at hand and at the man's own suggestion he was removed to

**Escanaba** where he could receive more constant attention. Although at the time of the accident, [sic] **Mr. Gulley** had on his person \$166.35 (which was counted in the presence of several trustworthy parties,) yet **Messrs.[.] Wells & Goodrich** agreed to pay the bill for board and medical attendance for one month. As the injuries were of a complicated character and the man's system not in very good order, he expressed a desire to be placed in some hospital, where he could receive all the care that was necessary and as he was somewhat acquainted at **Ishpeming** he wrote and telegraphed to **Dr. Bigelow** at that place, asking him if he would receive him (**Gulley**.) [sic] The answer was favorable. His brother **Thomas** had been with him for some time and stated that if he could get **James** in the hospital at **Ishpeming**, he would work in the mines and assist him in paying for nursing and medical attendance. At the time the patient left here he must have had nearly \$130. At no time has he been a town ship [sic – *township*] or county charge, in either this county or **Menominee**. His going to either **Ishpeming** or **Marquette** was of his own free volition. He and his brother had means to pay their way with and **Mr. Thomas Gulley** designed with a brother's solicitude to labor for more.

In view of these facts it ill becomes a neighboring newspaper to accuse either **Menominee or Delta counties** of inhumanity and trickery.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 455 [Saturday, April 14, 1877], page 4, column 1

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WORK at the **Breen mine**, Menominee county, is being pushed vigorously under the efficient management of Supt. **Brown** who is ably assisted by Capt. **Louis Whitehead**, formerly of this county. About twenty-five miners are operating on the property, and the company will be able to commence shipments as soon as the railway is completed and the necessary rolling stock arrives. At the **Breitung** mine there is a force of ten or fifteen men engaged in getting things in shape for the early shipment of ore.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 20 [Saturday, April 21, 1877], page 3, column 2

About 150 men at work on the **Menominee Range railroad** struck for higher wages last Tuesday, and after proceeding to "42" met some 60 laborers who had just come in on the train from the south. These gave such an unfavorable account of matters outside, that the most of the men went back to work again at the same wages. They were getting \$1.25 a day and were paying \$3.50 for board but wished their wages raised to \$1.50[,] a demand which was not complied with.

**Camp No. 5** on the **new railroad** is presided over by **Mrs. Hayes**; the foreman's name is **Mr. Wheeler**, so the establishment is dubbed the "**White House**."

First *The Escanaba Tribune* and then *The Mining Journal* began running letters submitted by correspondents working on the **Menominee Range Railroad** using the pseudonyms **Racketty** and **Wolverine** respectively to document the progress

being made between "42" and the new iron fields.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 23 [Saturday, May 12, 1877], page 2, column 2

## CORRESPONDENCE FROM SEC. "42."

It was all a mistake that little tale about our getting run over by a cod fish, for as you may perceive by this letter, the child is yet alive. We have planted ourself [*sic* – *ourselves*] in this place with the intention of studying Railroadology. **Chipe** [*sic* – **Clark, Lipe**] & Co.[,] who have the grading from the **Breen mine to the Quinnesec**, have about 275 men including sub-contractors. **D.L. Wells & Co.**[,] who are building the south end, have upwards of 200 men in grade, about one-half of which are on construction train. The company have [*sic* – *has*] also about 100 men on timber bridging and ties. We understand that the track laying on this end will soon be resumed. There is at present about four and one half miles of track down and we believe the remainder will be put down at the rate of about one-half mile per day. Among familiar faces we notice **E.R.** [*sic* – **E.P.**] **Parks** of **Escanaba**, also our old time (literary antagonist) Special of **Ford River**, who is at present with the Engineer corps, and wears the boss pair of stoga boots. **Racketty** is at present in the hotel business and does all the coarse hand writing. **CE.** [*sic* – **Clark, Lipe**] & Co. have raised wages from \$1.25 to \$1.40 per day and board from \$3.50 to \$4.00 per week. Our Mariar says we must not write any more

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(soft stuff) and as we believe in a here after we will close by subscribing ourself [*sic – ourselves*] as in days or yore.

**RACKETTY.**

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 460 [Saturday, May 12, 1877], page 4, column 1

FROM a letter received by us we learn that the work at the **Breen mine**, on the **Menominee range**, is progressing favorably. The quantity and quality of the ore which is being developed surpasses the most hopeful expectations of the company, and mining operations will be prosecuted as rapidly as the means of transportation will warrant. It is the intention of the company to mine and ship 25,000 or 30,000 tons this season, if no untoward circumstances arise to interfere with their calculations.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 460 [Saturday, May 12, 1877], page 4, column 2

**THE MENOMINEE RANGE RAILROAD.** – We are informed, by parties interested in the matter, that there is probability that this road will be continued this season to the **Menominee river**. This will be done if the parties owning mineral lands on the line of the proposed extension manifest enough interest in the matter to give the company suitable encouragement as to the development of the properties which are known to be rich in mineral [*sic – minerals*]. It would be a matter of considerable economy to the company to build the road now on the completion of the

present contract, while the men and materials are on the spot, and while wages are low. We trust that the interested parties will arouse themselves on this subject.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 24 [Saturday, May 19, 1877], page 2, column 2

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

**Sec. 42**, May 17th[,] 1877

MR. EDITOR. – We have for some time been trying to collect our scattered thoughts, with a view to enlightening you as to the progress of railroad business, and other matters connected with this place, but have just returned from a short stroll, with the conviction that we have not been rewarded in a measure to compensate us for our untiring efforts, for, although the construction of the **Menominee Range railroad** is being pushed with the usual vigor, yet the general hard times have not changed one particle, and good whisky cannot be procured for less than ten cents per glass. We are a temperance man ourself [*sic – ourselves*], but as we take an interest in the welfare of our fellow citizens, it is their sad condition that we consider so deplorable. Several car loads of iron rail are shipped up the road every morning, and everything looks favorable for the completion of the road somewhat sooner than has been anticipated. All that will be lacking to make this place a city at the completion of the road, [*sic*] will be a blast furnace and saloon, but we think the latter-

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named institution is at present kept on the European plan somewhere in this vicinity. It has been hinted to us that a certain pounder or compounder of medicines hereabouts is selling forty rod, and we would caution the gent, least the broad and untiring hand of Michigan law lays its vice-like grip upon his carcass. We have as yet had no rain in this locality this month, and if the heavens do not soon open and pour upon us their refreshing element, we have little doubt but that the coming season will be a sickly one in this place, as the land surrounding us is composed principally of cedar swamps, and spruce and tamarack bogs.

Mr. **J.A. Crozier**, of the **Menominee Herald**, made us a pleasant call on Tuesday last.

In my hurry, I had almost forgot to mention that we have been surrounded by fire for nearly a week and it is still holding on to the dry earth in some parts of surrounding country. With a special regard to the editor, we remain, as ever.

**RACKETTY.**

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 462 [Saturday, May 26, 1877], page 4, column 1

**JOHN N. ARMSTRONG** has received the appointment of mining captain of the **Breitung mine** on the **Menominee range**, and left for that locality last Saturday accompanied by his family. Capt. Armstrong has had a large experience among the mines and minerals of Lake Superior, and we predict for him a successful career in his new field of operations.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 26 [Saturday, June 2, 1877], page 2, column 2

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

**Sec. 42**, May 23d, 1877.

MR. EDITOR. – A **severe, if not fatal accident** occurred on the new line on Saturday of last week. **Michael O. Connell**, while working on a cut some three or four miles up the road, was seriously injured by the sudden caving of the bank, which threw him against a car track with such force that his collar bone was broken and his head cut in a frightful manner, besides giving him serious internal injuries.

On Sunday, the 20th, our townspeople were called upon to witness the **first wedding** on the new line. The contracting parties were Mr. **Warren L. Benjamin** and Miss **Clara M. Essington**, both of this place. **Rev. N. Green**, of **Escanaba**, was called upon to officiate, and we give him credit for doing the work in good style. Previous to the marriage ceremony, **Mr. Green** delivered a short but very interesting discourse. The bride and groom tarried until Tuesday, and then left to seek fortune in some more congenial clime. We wish them much happiness in their doubled-up condition.

The people are on the lookout for Bruin, as he has been of late making very earnest demonstrations of war upon their pig pens.

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The new road has up to date seven and one-half miles of rail. Interesting news being scarce, we will close. Yours, & c.,

**RACKETTY.**

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 463 [Saturday, June 2, 1877], page 4, column 1

SOME 300 men are now employed on the western end of the **Menominee range rail way**, and the contractors expect to increase this force to 500 shortly. It is expected to have the grade completed to the **Quinnesec mine** before August 1st, and the proprietors of that mine visited the location last Monday and selected the route for the sidings to tap the openings. Everything is being made in readiness for the shipment of ore as soon as the track is laid.

AT the **Breen mine**, on the **Menominee range**, work is progressing satisfactorily. Some 300 tons of fair ore are now in stock. Stripping is still in progress, and since our last letter from that section about 225 feet more of the vein has been uncovered. **The company are [sic – is] building some substantial houses on the location for the accommodation of their men, and for offices and a store.**

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 27 [Saturday, June 9, 1877], page 2, column 3

**OUR CORRESPONDENCE FROM  
THE MENOMINEE RANGE  
RAILWAY.**

**Sec. 42**, June 5, 1877.

MR. EDITOR: – Everything in our surroundings seems of late to have put on a lively appearance. Railroading business is in full bloom, and **Messrs. Wells & Co.**, [sic] are now running three construction trains on the new line. Our little village of **Powers** is beginning to look up rapidly, and if we understand correctly, a post office will soon be established here; this latter-named institution will be a great convenience, as there is considerable amount of mail for this place, daily. Our nearest post office is at **Spaulding [sic] Station**, distant one mile. The petition to the department calls for Miss **Carrie Brooks**, as post mistress [sic – postmistress]. The new tank just completed, and which is intended to supply both lines, is an ornament to the road. **Morris H. Kelly**, Esq., late of **Escanaba**, presides behind the counter at the fine **store of Wells & Co.** **Mr. Cheney**, the **general manager of the Breen mine**, made us a call a few days since; he reports business very brisk at the **Breen**. We have been favored with a light fall of rain of late, but not quite enough to satisfy our appetite for moisture. **Michael O'Connell**, the man who was injured up the line some two weeks since, has returned, and is mending rapidly. **Asa Dodge**, the old pioneer **boot and shoe builder**, of **Escanaba**, is in our village, and has his hands busily employed.

Truly yours,

**RACKETTY.**

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 464 [Saturday, June 9, 1877], page 1, column 5

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

[To the Editor]

## LETTER FROM THE MENOMINEE RANGE MINES:

– The railway is completed to within three miles of the **Breen mine**; the contractor expects to have it in and considerably west of that point by the fourth of July. The grading on the western end is approaching completion rapidly, and will be ready for the iron as soon as the contractor is ready to lay it. The working force has been heavily increased.

At the **Breen mine** the mining company is ready to ship ore on the first train that arrives there. Their docks and pockets are all completed and partially filled with ore. The docks will hold one thousand tons, and the captain tells me he has things so arranged that he could load and send off three train loads of ore a day. They have stripped and left exposed ore enough to employ a large gang of miners all summer to take out, and are still stripping. There has been a new town site laid out and it is called "**Waucedah**." About half a mile from the mine the company are [*sic – is*] building a number of quite neat cottages at the **Breen location**. The **railway bridge across the Sturgeon river** is nearly completed – its whole length being nearly 500 feet.

At the **Breitung mine** things are indeed active, both mining and railroad building; I also ought to say fishing, for finer trout I never saw taken in any part of the country, weighing from one-half up to three pounds. Other fish are equally abundant. But this is digressing. The head-quarters of the three mines – the **Breen**, **Breitung** and **Quinnesec** – are located at the **Breitung mine**, and it really is a lovely spot, overlooking a beautiful lake. Also at the

**Breitung** they are ready to take out ore; they have a large tract stripped, the ore laying only about from twelve to eighteen inches below the surface; it is of first quality. There is being put into the bed a tunnel one hundred feet long; they also have a stope finished from which they will take ore, and would be ready for shipping, but their dock and pockets are not completed yet. But there is a large force of men at work on them, and everything will be ready as soon as the railroad is ready.

The gentlemen who constitute the company made their first visit the fore part of this week, and expressed themselves as highly pleased and perfectly satisfied with the manner in which everything was conducted, and highly complimented the superintendent for the successful manner in which he had carried out their plans.

The **Quinnesec** has not been opened, but will be as soon as the railroad is advanced far enough.

The weather is dry and excessively warm, and vegetation is suffering severely. The woods are all on fire, being the second time this season. Mr. **Joseph Benton's log shanty** was burned yesterday, leaving them all out doors; damages are light compared to the extent of the fire. The fire is abating slightly at this writing.

**WOLVERINE**

**Breitung mine, June 1.**

The grading of the railroad is being carried on night and day, showing the intention of the contractors to complete it in the quickest possible time. Large gangs of men are at work. **The captain of the Breen mine and party visited the**

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[Compiled and Transcribed by William J. Cummings]

**Breitung** last Sunday, going on horseback. They are still stripping there; also stocking it. Their first blast occurred there last week, having struck rock they could not remove without the aid of explosives, as heretofore. At the **Breitung** the work on the dock and pockets is being pushed to its utmost capacity, and at the end of every day you can see that big work has been done. This past week there has been found a bed of hard ore beneath the stripping, surpassing anything on Lake Superior in quality, and the Capt. thinks his mine is going to be the "biggest thing" in the whole country. It far surpasses their most sanguine expectations.

The dock and pockets will be ready to receive ore week after next, when work will be lively. We are anticipating big times for our little place as soon as the railroad is finished. Weather has been a little chilly the few days past, but warmer now. Gardens are all planted; health of the location good; no rain as yet; we need it very badly.

**WOLVERINE  
BREITUNG**, June 6, 1877.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 28 [Saturday, June 16, 1877], page 2, columns 2-3

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

**Sec. 42**, June 13, 1877.

**MR. EDITOR:** – Circumstances will not permit us to write up much of the doings in this locality the present week. With a cold

in our cranium, and corns on our gunboats, we are severely distressed.

It has been raining almost incessantly since our last writing, and calked boots are getting quite numerous here. The **saw mill at Spaulding** is in full blast, and **Mr. Murphy**, the superintendent of said milling business, has caused a new side track to be built from the main track to the mill, which will greatly improve their facilities for getting their lumber to the main track, as it has heretofore been conveyed on wagons, a distance of nearly one-fourth mile. The work on the new road is progressing finely, and we understand that more iron will be laid immediately. Fresh hands for the new road are arriving daily, and the force of **Wells & Co.**, [sic] now exceeds 600 men.

On Tuesday of this week, a man named **Richard Jones** had his foot crushed in a serious manner by the violent slacking of one of the construction trains. We would suggest that the engineer fraternity be a little cautious in the future. **Peter Reegan**, a man in the employ of **Wells & Co.**, had his leg broke by the caving of a bank.

Yours truly,

**RACKETTY.**

P.S. Since writing the above, I have received intelligence that a man named **Dennis McCarthy**[,] working on the upper end of the road, was killed, on the 14th, by the caving of a bank on the work. R.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 465 [Saturday, June 16, 1877], page 4, columns 2-3

**THE MENOMINEE RANGE.**

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# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

*[Compiled and Transcribed by William J. Cummings]*

*[To the Editor.]*

Taking an early start from **Menominee**, we expected to reach **section 34, town 40, range 18**, the next night, but in this we were doomed to be disappointed, for on trying to cross the **Menominee river**, about one mile below **Bad Water village**, our horses came very near being drowned, which detained us until the following morning, when we had to finish the remainder of our journey, of some twelve miles on foot. Throughout the **Menominee district**, in almost every direction, the woods were on fire, and the blackened cinders and ashes could be seen scattered here and there even when the fire was miles away. It must be very discouraging to the lumbermen whose mills are running on short time or are idle for want of the very logs that were then burning in the "roll-ways." Arriving at our destination the first care was to get something to eat, for hunger was too tame a word to express the condition of our empty larders. After having done ample justice to the bounteous repast served by our genial host, **Monsieur Tobin**, and created in his mind grave doubts of an immediate famine, we began to look around. **The location consists of two long buildings and a couple of tents sufficient to accommodate a dozen or more men.** The mine owned by the **Commonwealth Iron Co.**, is located on the summit of a broad ridge in the **northeast quarter of the southwest quarter of section 34, town 40, range 18**, and is about 150 feet above the general level of the country in this vicinity. The vein of ore is uncovered from 75 to 100 feet in the direction of its "strike" and measures across

the strike 36 feet. The ore is a first class, fine, steely, specular variety and is very uniform in quality. The elevation of the mine will afford it a natural drainage for a long time after active mining begins. The stripping – a sandy-loam and sand – will average at present about nine feet. The cost of opening this mine will be comparatively very small. At the **Quinnesec mine**, the **present terminus of the Menominee Range railroad**, but very little has been done this season. **The location consists of one good log house, besides two or three other larger buildings in the course of construction, intended for hotels.** It is the purpose, however, of those interested to soon commence mining operations here.

Following the line of the half-finished railroad we come to the **Breitung**, and are welcomed by our old friend **Capt. Jack Armstrong**, who takes no little pardonable pride in showing strangers his mine. They are making active preparations here to be ready to ship ore as soon as the railroad is completed thus far. Their deposit of ore is located on the face of a high ridge, and the drainage is good. The ore, a blue hematite, is about identical with the **Quinnesec**. The formation has nearly an east and west trend and dips to the south. The ore contains just enough magnetic to attract the needle and afford a purplish red powder when pulverized. The bed of ore is quite well defined, and in places measures 50 feet in thickness. They have quite a large amount of ore in sight, and with a little more work can ship fifty or more tons per day. The hanging wall of the vein is a jasper and lean hard ore. It appears probable, that as they mine downwards, they will find more or less of hard specular ore. At present they are

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[Compiled and Transcribed by William J. Cummings]

driving a tunnel which will intersect the ore in about seventy feet at a point about fifty feet below the surface. This will give a fine strip of ore, almost at the very start.

Reluctantly bidding our friend a last good-bye, we resumed our tramp along the line to the **Breen mine**. The grading on the road-bed was much more advanced than west of the **Breitung mine**. **Across the Sturgeon river, the Railroad Co. have nearly completed a very fine wooden bridge, with long high approaches on the east side.** The grades are very light, not exceeding 34 feet to the mile, and the curves are not sharper than four degrees. At the **Breen** we found **Captain Schwartz** in charge, and even as busy as at the **Breitung mine**. The showing of ore here is good, and promises well. It is very similar to the **Breitung ore**, and the formation there dips to the south. It is more than probable that all these mines are on the same range. Mr. **Louis [sic – Lewis] Whitehead** has charge of the **Breen, Breitung and Quinnesec mines**, and no doubt will gladly welcome the first train of cars at the **Quinnesec**, so that his now tedious tramps will be no longer necessary. Some seven to eight miles of track is laid, and the prospect is that the cars will be running to the **Breen** by the first of August, which will save the "old times" pull through the swamp on the winter supply road. The **Breen mine** is only 20 feet higher than the track at **Spaulding**, and the present line of railroad does not vary from an air line at any point more than one thousand feet.

C.E.W.

MARQUETTE, June 15th.

*The Mining Journal*. Marquette, Marquette County, Michigan, Number 466 [Saturday, June 23, 1877], page 1, column 5

## MENOMINEE RANGE ITEMS. –

The track laying has begun again, after having been delayed some time with a rock cut, and will be laid into the **Breen mine** at once. A man by the name of **Anthony Dougherty** was killed in the R.R. cut above the **Breen mine**, one day this week. He was smothered to death by the caving in of a bank of sand, burying him about ten feet beneath it. Also an Indian (name not known), had his arm badly cut with an ax in the hands of a companion; it was accidental. The **Breen mine** has stripping 150 feet in length, and from 30 feet to 75 feet in breadth. They are constantly uncovering more ore.

**Capt. Schwartz** has just returned to the **Breen**, bringing his family with him. **Capt. Armstrong**, of the **Breitung mine**, has lately moved his family into the district; it is a big undertaking for a lady; the mode of conveying into the mine is quite of the backwoods order. The stripping is still going on and the ore is abundant. **Superintendent Whitehead** is making every effort to have docks and pockets ready to receive ore by the time the cars are ready to run to the mine, and judging from the way the work is being pushed, they will be completed in due time.

The weather so far this month has been quite moist. Last night, June 15, there was a heavy shower of rain and hail, accompanied with severe lightning and thunder, and also a fierce wind. This continuous rain retards work on the R.R. and in the mines, but the lumber men are

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MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

happy. They tell me they will be able to clear all the streams of lumber, which is a godsend to the mill men at the mouth of the **Menominee river**.

The location of a **postoffice at Waucedah** has been delayed until after the R.R. is completed. It would be a difficult matter to furnish mail there with the present facilities. They are crowding the ore onto the docks at the **Breen**, as the road is being pushed rapidly to that point. The rock cut that has delayed them so long is finally finished. The **Quinnesec mine** is being surveyed with a view to ascertain the best point for opening it.

**SPAULDING**, June 16, 1877.  
**WOLVERINE.**

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 467 [Saturday, June 30, 1877], page 1, columns 4-5

## MENOMINEE RANGE ITEMS. –

The weather was quite cold the latter part of last week, but this week opens very warm and pleasant, and there are indications of rain. Last Tuesday, the 19th of June, was pay day at the **Breen and Breitung mines**, and the railroad men got their pay a day or two before. There was quite a loud old time, and had there been a saloon here things would have been pretty generally stirred up.

The tunnel at the **Breitung** was finished on the 22d, striking a fine bed of ore. The tunnel is 75 feet long.

A Frenchman by the name of **Felix Surprise** [*sic – Surprise*], who was working on the rail road about five miles east of the **Breitung mine**, while peeling cedar bark on

the morning of the 20th to cover a shanty, cut a fearful gash in his arm just above the elbow. He was carrying his ax on his shoulder through thick underbrush, his toe caught and he fell, and the ax slipped down on his arm, and it being very sharp nothing but the bone of the arm stopped it. **Dr. Belknap, the mining surgeon**, sewed the wound together and otherwise dressed it, and sent him home to Wisconsin.

A man working at the **Breitung mine** cut his hand quite severely with an ax, which will lay him up for a few days. His name is **Lego** [*sic – Legault*]. We recently received a visit from **Mr. Conrad**, of **Saginaw mine** fame. He is looking after some iron land interests about twenty miles west of this location.

The **Railroad store**, belonging to parties from Chicago, has been sold to other parties from Chicago, and is going to be moved toward the western terminus of the road. The docks and pockets at the **Breitung** are finished, and they will begin to shove ore into them at once with the full force. It is rumored that the track will be completed to the **Breen** this week.

**WOLVERINE.**  
**SPALDING**, June 25.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 31 [Saturday, July 7, 1877], page 2, column 2

## OUR CORRESPONDENCE WITH THE MENOMINEE RANGE RAILWAY.

**Sec. 42**, July 5, 1877.

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

After a lapse of two weeks we proceed to enlighten you with the news of the week. On Friday last, **Joseph Goetz**, a laborer in the employ of **Wells & Co.**, was somewhat injured by the falling of a bank on the new road; he was taken to **camp No. 1**, and **Dr. Fortier**, of **Menominee**, was summoned, who pronounced the man out of danger. **Goetz** was sent to his home near Green Bay, the following Sunday. The iron is laid within a short distance of the **Breen mine**, on the new line.

**Sheriff Ruprecht**, of **Menominee county**, was in this place a few days since **hunting illicit liquor dealers**; they say that **Joe** had fifty dollars for the person that would point out the guilty parties, but it appears that his labors were not crowned with success. The glorious 4th passed by us with nothing in the way of excitement except some six or half dozen exhibitions of fistic exercise, after which the wounded were, with few exceptions, carried off the field dead – i.e. dead drunk – and, indeed, your humble correspondent, **Racketty**, had instruments of various makes (principally Old Rye seven shooters), placed in unpleasant proximity to his smeller, but as he has long since shook the gang, he of course retreated in good order. One of the enthusiastic citizens succeeded in getting away with a pint of kerosene oil, property of Mr. **Duncan McMillan**; we would propose that he now proceed to light himself. As our time is short, and confusion great, we will proceed to stop.

Yours, & c.  
**RACKETTY.**

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Number 468

[Saturday, July 7, 1877], page 5, column  
4

**MENOMINEE RANGE ITEMS.** – A great many of the workmen in the mines and on the railroad are going away to spend the fourth of July; there will a few stay and work. The cars run very close to the **Breen mine** now, within a mile and a half, and they will be detained there about two weeks on account of a cut through a hill not being finished; their men left them, so they had to stop work, or it would have been all ready for the iron. **The boarding camps all along the western division will be moved up in a few days, the bed of the road being so nearly finished up to the western terminus.** Ore is being rushed on to the docks and into the pockets at both the **Breitung and Breen mines** at a rapid rate. The ore that comes out of the tunnel at the **Breitung mine** is very fine, entirely unmixed with rock of any description. The ore at the **Breen** is about the same quality, but is not as convenient for mining as it is on the lower ground. **The company will probably put in a large stock of general merchandise at the Breitung to supply all their miners as soon as the railroad men move out of their store.** The boys bring in beautiful strings of trout every day; the opportunities for catching them are as fine as I ever saw, and not far off, either. There is a little lake [*Lake Hanbury*] a few rods from the location at the **Breitung**, which is filled with all kinds of fish that usually inhabit such lakes. The shooting this fall is going to be first-class. No births, deaths or marriages.

**WOLVERINE.**

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

*The Escanaba Tribune*, Escanaba, Delta  
County, Michigan, Volume VIII, Number  
32 [Saturday, July 14, 1877], page 2,  
column 3

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, July 12, 1877.

**MR. EDITOR.** – The **glorious Fourth** has come and gone, the jug has been buried, and once more peace and quietude reign supreme in 42. You may think the above expression wholly uncalled for, but had you been at this place on the Fourth, you would have remarked without hesitation, "Why is this thus?" Last Wednesday, that glorious one hundred and first anniversary of our national independence, when every loyal citizen of this enlightened country should have been offering a tribute of respect to the star spangled banner, the boys at 42 were whooping it up lively. The day was occupied in the usual manner, and in the evening a fair display of fire works [*sic – fireworks*], together with the firing of an anvil, and a genuine dynamite explosion, after which the people were addressed by **Mr. J. Ronan**, of this place, who made some very appropriate remarks. He was followed by **Hon. Garry Forrest**, who hails from the south of Ireland, and is recruiting his health in this place.

The **post office at Powers** of which we made mention in a previous number, has been decided on, and Miss **Carrie Roberts** of this place has been appointed post mistress [*sic – postmistress*], with the necessary bonds signed and approved; this

will be a great convenience to the citizens of this place.

Two gentlemen from **Negaunee**, [*sic*] were in this village last week, who stated their intention of building a **drug store at the Breen mine**.

**John Skogel**, an employee with **Wells & Co.**, was run over by one of the **construction trains**, and almost instantly **killed**, on Tuesday of this week. It appears that **Skogel** attempted to jump off the cars, while in motion, and struck against some obstruction, which threw him under the train. The deceased is of Swedish origin, and has a brother lying ill at Menominee.

**The Breen mine can now be reached by rail from this place.**

Yours, & c.

**RACKETTY**

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Number 469  
[Saturday, July 14, 1877], page 1,  
column 5

## MENOMINEE RANGE ITEMS. –

The **fourth of July** passed off very quietly. On the east end of the road the men all laid off and had a general spree, also the men at the **Breen mine** did not work, but every thing [*sic – everything*] was quiet; they indulged in a picnic which was a very pleasant affair.

**We can say now that the rail-road [*sic – railroad*] is at the Breen**, a thing which has been looked for with a great deal of anxiety, and the grading is nearly completed between there and the **Sturgeon river**, so they can push the iron laying right ahead if they choose to; but instead of that I think they will make that headquarters for a time and ballast

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[Compiled and Transcribed by William J. Cummings]

up what they have laid, as the bridge across the Sturgeon river will delay them some time.

The fourth at the Breitung mine was spent by the men working as usual, also on the railroad the same; but in the evening there was a large bonfire and a small show of fireworks, and the stars and stripes were flung to the breeze for the first time in this part of the country, creating a great deal of excitement in consequence, and the firing of guns and singing of national airs.

One of the bosses on the railroad, **Mr. Chapman** was his name, I believe, had his shoulder dislocated while on duty. It was soon adjusted by **Dr. Belknap**, the **mining surgeon**, and he is doing well at present.

They have got to increase their pocket capacity for ore at the mines, especially at the **Breitung**, where they are taking out now one hundred tons Per [sic – per] day, and as soon as they increase their force, which they are going to do soon, the amount of ore taken out will be increased proportionately.

Buildings are beginning to go up pretty fast now, but they can't complete them for the want of lumber for which they have to wait from below, by railroad. Not having lumber has put us back here in building very much, but the cars being at the **Breen** they can haul it on wagons. **Supt. Whitehead** is expecting a number of gentlemen who constitute the company here to-day [sic – today], and he is **going to the Breen with horses and saddles to show them the way in**, that being our only means of getting over unless we foot it.

**WOLVERINE.**

**SPALDING**, July 10, 1877.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 33 [Saturday, July 21, 1877], page 2, column 2

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

**POWERS, MICH[.],**

July 19, 1877

MR. EDITOR. – The present week being **pay week on the road** has been one of unusual excitement in this place. The latest excitement is a **stabbing affray between two natives of Poland**, the same taking place at **camp 4** on the new road. One of the parties received a severe knife cut on the right side, almost directly under the armpit; he was sent to camp and his wound dressed, and is now in fair shape to recover. The perpetrator of this foul deed has since escaped. The name of the injured man is **Joe Blitskie**, and it is said the deed was done without provocation on his part. Work on the new road is still rushing. Our **new postoffice** [sic – post office] is doing a fair business under the supervision of **postmistress** [sic – **Postmistress**] **Brooks**. And now we are beginning to feel like a business community.

Yours, & c.

**RACKETTY.**

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 471 [Saturday, July 28, 1877], page 8, column 1

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

## MENOMINEE RANGE ITEMS. –

They are making extensive improvements at the Breen now, since the cars have brought them lumber; their houses are rapidly approaching completion, and it looks really like a town. The docks are being largely added to, and Supt. Whitehead has just given them a plan of pockets to build, which everyone thinks surpasses in strength any they ever saw.

Railroad iron has given out, and has caused a cessation in track laying, which is probably just as well, as the bridge over the Sturgeon river is yet unfinished, and there is about a week's grading before they can get to the river; but all on the west side of the stream is ready for the iron up to three miles west of the Breitung, and the workmen have all moved to the western end, and will have that part all ready for the iron long before they are ready to lay it. Captain Armstrong has made extensive additions to his ore dock at the Breitung so that its capacity for holding ore, including the pockets, is several thousand tons. The ore continues just as fine as at first. The captain is going to increase the facilities for working by putting in two or three more stopes. Also, after a while, he will run in another tunnel to strike the bed of ore farther east, giving him a very extensive face to work upon. There is just north of the mine a beautiful ledge of Potsdam sandstone, which comes out in large blocks, and some time may richly pay for quarrying. It makes a fine, rich building stone.

Dr. N.P. Hulst, of Milwaukee, has been here for some time, making preparations to strip the Quinnesec mine. He is home now, but will be back soon and commence

the work of stripping. I understand it's a very extensive piece of work, requiring a great deal of energy and perseverance, of all [sic – all of] which the doctor possesses a great abundance. No exciting news from this quarter this week.

## WOLVERINE.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 472 [Saturday, August 4, 1877], page 8, column 1

MENOMINEE RANGE ITEMS. – The spur at the Breen mine is finally laid, so now as soon as the balance of the road is in condition they will begin to ship ore. All supplies come up as far as the Breen, and passengers can ride up if they are at the depot when the train leaves every morning; but there are no regular trains on the road as yet, and probably will not be until the work is accepted by the engineers. The eastern end is in very fine condition, even better than the old road. The new houses at the Breen are now about completed; one or two of them are receiving their occupants, and a more tasty [sic – tasteful], convenient and well-constructed house I never saw put up by any company. They are first-class in every particular, with nice front yards and large roomy garden spots in the rear; Supt. Whitehead has not left a thing undone that should be done to make them perfect in comfort and convenience.

Mr. Hagerman, president of the company, from Milwaukee, and A.C. Brown, one of the stockholders, were here last week and expressed themselves highly delighted with the manner in which

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MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

everything was being carried on; also with the future prospects of the mine. They are both gentlemen who are glad to see their employes [*sic* – *employees*] comfortable and doing well. They visited all three of the mines, but in consequence of the railroad difficulties outside they hastened home. Their intention was to spend a number of days up here. **They selected a town site while here, and, I believe, settled on "Vulcan" as the name of both town and mine, and work is to begin at once on the new town site. Chopping and clearing off, preparatory to building the town, has already begun. It will overlook the lake [Lake Hanbury], and will be much nearer the mine than the present location.**

They are going to commence work at the **Quinnesec** at once. **Dr. N.P. Hulst**, of **Milwaukee**, who is also a stockholder, will be in charge of operations.

The weather still continues excessively warm with now and then a shower, but that don't [*sic* – *doesn't*] seem to cool the atmosphere altogether. **A child belonging to Mr. Thos. Rice, of the New York farm, was severely burned last Saturday about the neck and shoulders. I believe the doctor thinks the child will recover.**

No news of startling character; all quiet on the Menominee.

## WOLVERINE.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 36 [Saturday, August 11, 1877], page 2, columns 2-3

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

POWERS, MICH.,  
Aug. 7, 1877.

We have of late been taking a short holiday in the iron district, and although we do not feel exactly competent to give a fair description of what we beheld on our tramp, still we will endeavor to do justice to the country surrounding us. Your correspondent started on the **6 A.M. construction train** and arrived at the **Breen mines**[,] a distance of about 13 miles, at 7 o'clock and thence on foot to headquarters of **C. Lipe & Co.**, about 6 miles further up the grade.

We did not tarry long here, learning that there was a heap of brook trout to be had for the catching, in **Pine Creek**, we went and did considerable fishing, but no catching before sunset. As we, like veteran sportsmen[,], took no grub along, we dined on wood buck and wild pigeon, and after a night of warfare with gnats and mosquitos, retraced our steps to the **Breitung**. This mine is located in a beautiful spot, and from what we saw of it, appeared to be doing a smashing business.

After leaving the mine, we proceeded to take in **Lake Hamburg** [*sic* - *Hanbury*], situate[d] about one quarter of a mile from the mine. This little lake is a marvel of beauty, being about one mile long and one-half mile wide, having no visible outlet. It is perfectly alive with large bass and pickerel, which can be seen at a depth of 30 feet, in its transparent waters. On the opposite shore from the mine and railroad grade, [*sic*] are huge boulders of rock which rise

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

*[Compiled and Transcribed by William J. Cummings]*

some 45 or 50 feet above the level of the water; these rocks are seemingly one compact mass, but are of various colors. On a close examination of this country, we observed a quarry, or bed, of splendid American marble, and another of variegated slate, either of which would pay some enterprising man to examine.

The work on the railroad is still on the move, and without doubt but little time will be taken to complete the same. The **bridge over the Sturgeon river, [sic]** is seemingly a grand affair, and we opine that it will eclipse anything of its kind, on the **C. & N.W. R'y**, between **Marquette** and **Chicago**.

On Saturday of last week a man named **Larson** was **run over by one of the construction trains**, and had his knees badly crushed. The accident was caused by the man's carelessness in jumping from the train while under motion. We report weather in this part, very fine.

## **RACKETTY.**

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 37 [Saturday, August 18, 1877], page 3, column 3

The probability now is, that the **Menominee Range Railroad** will be extended twenty miles further west. The deposits of iron seem to be full as good on the other side of the Menominee river, as on this, and in the case of the **Commonwealth mine**, it is supposed to be better.

A singular fact is noticeable along the line of the **C. & N.W. R'y**. Where the original pine, cedar and hemlock forest has been burned off, the ground is now covered

with a dense growth of poplar. The question is, where does the seed come from? If this transformation of the pine districts keep [sic] on, it will not be long before an evergreen tree will become a rarity in sections that was [sic] previously covered with them. In our own locality, tracts of burnt pine lands are growing up with oak, poplar, and similar trees.

**It is proposed to call the new paper to be started at Quinnesec, "The Iron Center."** That name will be very appropriate, as the town will be about in the center of the iron ranges, on both sides of the river. Should everything prove as favorable as is anticipated on the range, **Quinnesec** must from its proximity to the magnificent water powers close by, make in the future a manufacturing town of importance. The diversified natural resources in the vicinity will induce the establishment of manufactories other than iron.

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 38 [Saturday, August 25, 1877], page 2, column 2

## **BREEN MINE ORE.**

The first train of iron ore from the **Breen mine on the Menominee Range**, arrived here Aug. 17th, since then one train a day has been sent in – **The Schr. Our Son**, took the first vessel load, consigned to **Andrew Hitchcock & Co., Cleveland**. This ore is to be thoroughly tested there and we think the yield of iron will be equal to expectations. Other iron mines will follow as the road is extended and the prospect is, [sic] that the small

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stream which has commenced to pour in from that range, will be increased indefinitely. As Escanaba is the only outlet by water, for the ore of this mineral district, it is very likely that this port will soon regain her former prestige and a few years of business, is bound to produce a marked change in our surroundings.

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

POWERS, MICH.

Aug. 22, 1877.

Notwithstanding the drawbacks of the outside world and the pullbacks of its feminine citizens, our little hamlet is lively beyond imagination, and the daily arrival of ore shipments from the **Breen mine** serve to heighten our enthusiasm. One of the engines (No. 83,) working on the construction, was considerably used up by being thrown off the track above the **Breen mine**, on Saturday last; she was towed into **Escanaba**, and another engine (No[.] 135,) brought to replace the damaged one.

The **saw mill at Spalding** has suspended operations, owing to the low water and scarcity of logs. The directors of the **C. & N.W. R'y** took a trip up the new road on Tuesday last. Our surroundings were visited by a copious fall of rain Tuesday night.

RACKETTY.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 475 [Saturday, August 25, 1877], page 4, column 2

## MENOMINEE RANGE ITEMS. –

At the **Breen mine** it is beginning to look more like heavy work, as they have just finished putting up an immense derrick with which they can lower and raise a loaded car and place it on the track for transportation. New houses are being finished and occupied by new families. Everything is already [*sic – read*] for shipping ore as soon as the railroad company will receive it. The side track and loops are all finished. There were several car loads of iron pushed upon the **Breen mine** side track the other day, preparatory to laying track again. There are about fifteen miles of road bed finished for the iron now, and all will be done in a month, probably.

A man by the name of **Barney Collum** was **killed** in one of the cuts the other night **by a stump rolling upon him**. Everything looks very prosperous at the **Breitung**. To-day [*sic – Today*] is **pay day** [*sic – payday*] **at both mines**. The men receive their pay and go at once to work, showing that they appreciate the idea of laying up their wages these hard times. The weather continues very warm with an occasional shower of rain. There is a general good state of health.

A great many deer are making their appearance in this locality, which will make fine sport for sportsmen.

WOLVERINE.

LATER – The shipping of ore began at the **Breen** on the 16th, when **Capt. Schwartz** had seventeen cars loaded, 50 cars on the 18th, and 50 cars on the 20th. Mr. **John R. Wood**, of **Ishpeming**, paid us a visit to-day [*sic - today*]; he is on his way to the **Commonwealth mine**.

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

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Scarcely a day passes without a great number of men passing up the line; most of them are after work, but some are looking for a place to locate in business. Such are the men we want. They are still laying iron, and it will be but a short time before the track will reach the **Breitung**. **Supt. Whitehead** is pushing the work at the **Breitung mine** very energetically, as well as at the **Breen**, and both mines look very promising. Improvements at both localities are constantly being made, and each place begins to look quite town like. A great many hunters are coming in now, mostly from Chicago, and game is plenty [*sic* — plentiful].

Mr. **A.C. Brown** brought a party of ladies with him the other day over the wagon road. They were nieces of his and his daughter. They expressed themselves highly delighted with the trip. We were glad to see them – wish some more would come.

## WOLVERINE.

*The Escanaba Tribune. Escanaba, Delta County, Michigan, Volume VIII, Number 39 [Saturday, September 1, 1877], page 2, columns 2–3*

## ON THE MENOMINEE RANGE.

The **new town of Powers** is lively as usual, and everybody seems to be busy. We noticed quite a number of signs of those necessary adjuncts of civilization – saloons, – scattered all through the place, since our last visit, and are told that about pay day, they sometimes produce scenes that are altogether too lively. The churches and schoolhouses that are to be, [*sic*] have not yet appeared. The **store of D.L. Wells**

& Co., [*sic*] is doing an active business, and the clerks are kept busy all day, and seemingly part of the night. Mr. **S.H. Selden, chief engineer**, and his corps, are actively engaged on the railroad work, and judging from appearances, have not much idle time on their hands.

The **main boarding house for the men, – camp one, – is kept by Mr. Essington. He has now about 80 men, although the number is sometimes increased to more than 100.** The bill of fare is excellent, and from the way in which the viands disappear at each meal, is unquestionably relished by the men. Viewed as a first-class watering place, the accommodations would not be considered tiptop, but for a hungry man just out of the woods, the cuisine, superintended by **Mr. E.**, and his estimable lady, are just the thing. We had some little opportunity of examining some of the farming land in the vicinity, and were very much pleased with the quality of the soil, and growth of the timber. Of course, from the newness of the country, it is impossible that the soil could have been thoroughly tested, but wherever **farms** have been made along the line of the supply roads to the various lumber camps, the result has been attended with gratifying results. – Three and a half miles from here, Mr. **Barney Bromsted** has a **young farm** that he purchased three years ago from one of the lumbering firms. At that time, some 15 acres had been cleared. This year he will raise from 60 acres now in cultivation, a surplus above his own requirements, of about \$1200. His crops consist principally of oats, potatoes, buckwheat, hay, and turnips. He is well satisfied, and says that any year he cannot clear \$1000 from his place, he will sell it. The work is done

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principally by himself, besides a good deal of labor thrown in on the road. There is an immense quantity of land just as good as **Mr. Bromsted's** around here, waiting for the settler to come and make himself independent in a few years.

At the **newly-fledged town of Waucedah**, we found everything lively, and the citizens jubilant and enthusiastic over their prospects. Several new buildings are going up, in addition to those already built. The **Breen mine** is now shipping ore regularly, and enlarged and extended their operations lately. They have erected a large derrick, and now handle the ore with more ease. Explorations for ore are to be commenced immediately east of the present mine location. The indications are good, and it is quite likely that the same formation extends in that direction. The chain of the **Hamilton Lakes** in the vicinity are beautiful little sheets of water, and as they with the connecting streams of water are generally filled with the finny tribe, they are becoming favorite resorts for those piscatorily inclined. **Mr. Selden's** family are enjoying here a pleasant season of camping out.

The **Breitung mine** is opening splendidly under the superintendency of **Capt. Whitehead**. This mine is located in a hill which rises up between two and three hundred feet, in the highest part. The arrangements for handling the ore are excellent, and when all the plans are completed, it can be worked very economically. The ore is a dark blue hematite and the best will yield somewhere in the neighborhood of 65 per cent of iron. A tunnel 75 feet in length has been driven into the face of the hill, to the vein on the second level, which will be about 50 feet

above the railroad track, exposing a 75 feet [*sic – foot*] face of ore. At present a series of pockets will receive it, when finished, and from them it will be run into cars alongside. Just now they are dumping in stock piles, and have on hand 2500 tons of first-class, and 1000 tons of second-class ore. **Several hewed log buildings are going up for the accommodation of the men.** This mine is beautifully located. At a distance of less than a quarter of a mile, directly in front, is **Lake Hamburg** [*sic – Hanbury*], – a most beautiful little sheet of water, about a mile in length and a quarter of a mile in width. The formation of the lake is somewhat singular. On the north side the ground gradually comes down to the edge, and for a distance of perhaps 200 feet the water is quite shallow, and the bottom covered with clear white sand. It then commences to deepen very fast until the south shore is reached, where the rocks rise abruptly, in some places 50 feet high, and a hill behind, probably rising fully as much more. The strata, which seem to be of a ferruginous character, are tilted up from the lake at an angle of about 45 degrees. The water is very deep and clear, and in some spots the rocks descend almost into it, to a great depth. The deepest part is about 100 feet. The fishing is reported to be excellent. As a brisk northwest wind was blowing at the time we were there, we did not have an opportunity of substantiating the assertion. It is certainly a gem of a lakelet, and is admirably framed by the rising hills around it, all trimmed with the green of the virgin forests of pine and other woods, and must eventually add much to the pleasure of the dwellers of the future town. At the mine we met **Mr. Win. Ross**, who was **formerly in the railroad**

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company's store in this town. Mr. E.P. Shine, reporter for the *Detroit Free Press*, is also rustivating there.

The railroad track is completed to Sturgeon River, about two miles this side of the Breitung mine, and the grading and bridges are almost finished as far as Quinnesec.

## OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

POWERS, MICH.  
Aug. 28, 1877.

Did you ever shake hands with the pick or  
the spade,  
And work on the muddy railroad grade;  
If not, take a trip to the **Menominee Range**,  
And you will soon undergo a remarkable  
change[.]  
You must pull off your fancy tie, collar and  
shirt,  
And make up your mind to go shoveling  
dirt;  
You're sure of a job, and you'll get all your  
pay,  
Which sums up in full, ten shillings per day;  
And this we call good, considering the  
times,  
For 'tis hard nowadays to turn up the dimes.  
At **Powers Junction** begins the new line,  
Which extends to a point called the  
**Quinnesec mine**.  
Along the route are several prominent  
stations,  
Populated by representatives from most all  
the nations;  
But suffice to say, they're a fine lot of men,

To describe all their merits would wear out  
our pen.

One thing of importance we forgot to  
mention,

Which we're sure will attract your people's  
attention;

'Tis the deer, and other desirable game,  
Of every describable nature and name,  
And although quite a secret, we must let  
you know,

That the streams which through our forests  
so gradually flow,

Are filled with the angler's delight i.e. the  
brook trout,

Which would sharpen your appetite without  
any doubt[.]

So clean up your gun, and collar your devil  
Also your fishing rod, fly hook, and swivel,  
And make me a visit, it won't hurt you a  
particle,

And we'll be well paid for writing this article.

**RACKETTY.**

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Number 476  
[Saturday, September 1, 1877], page 4,  
columns 4–5

**THE MENOMINEE RANGE.** – The  
railroad will be completed to the **Breitung  
mine** in about two weeks, if no serious  
delays occur. The **bridge over the  
Sturgeon river** is nearly finished, and the  
grading is progressing steadily.

The shipments from the **Breen mine** to  
this date comprise 200 cars, or about 1,200  
tons – not quite half the ore which had  
previously been mined. Outsiders visiting  
us, particularly those acquainted with iron  
ores, are quite agreeably surprised to find  
the Menominee range ores so rich and  
pure. Experts pronounce them equal to any

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MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

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of the same class of ores found in the  
**Marquette district.**

At the **Breitung** work is progressing favorably, though operations have been somewhat retarded by the delay in laying the railroad track to this point. Still, the men find enough to do in building and finishing houses for the winter, and it is confidently expected that the road will be finished in time to ship all the ore contracted for this season's delivery. It is doubtful, however, if shipments will be made through the winter by rail to the Wisconsin furnaces, though there has been considerable talk to that effect.

A laughable occurrence took place here the other morning. Our gentlemanly clerk "went out a hunting" for deer, and was not long in coming upon a large herd. Singling out one of them, he banged away, and put eighteen buckshot into its neck, which was broken. Fearing it was not dead, and that it might start up and get away, he drew his revolver and put six pistol balls into his head, when, notwithstanding it did not stir, he ran up and, clubbing his gun, beat it over the head until he was fully satisfied it was quite dead – though he did not come to that conclusion until he had broken his gun. He then came home and reported, and sent out some men to bring his trophy into camp. We all agreed that he couldn't have killed that deer any deader if he's had a whole pack of artillery along with him. Deer and more than plenty.

## **WOLVERINE.**

*The Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 40 [Saturday, September 8, 1877], page 2, column 3

## **OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.**

**POWERS, MICH.,**  
Sept. 6, 1877.

The business prowess of our little village is evidently on the decline. The contractors (**Wells & Co.**) are moving their forces up the line, and undoubtedly the future rush of business will follow the laboring class. It is impossible to say where your correspondent will locate at, but without doubt, will turn up in some remote part of the country at no far distant day, but as (this is thus,) we cannot stand the monotony of a dead location. In speaking of **Powers**, we must give the place its just dues, and we are confident that as a farming country, it cannot be excelled on the upper peninsula. Of course some of your readers may think the above assertion a little loud, but as we are not financially interested, we are ready to substantiate our remark at any time, provided some of your readers will take the trouble to call on us. **Mr. Bromsted** is at present unearthing potatoes at a rapid rate, and we are in receipt of some of the vegetable product of his farm, which defy competition, unless the farmer locates in his vicinity.

That delicacy, called venison, has been suffering greatly in this vicinity, within a few weeks past, and the various hunters along the line are now disposing of venison saddles at 4c per pound, and throw in the hide at that. A genuine black tail deer was shot eight miles up the line, one day last week. This, we believe, is the first of this species ever captured on the upper peninsula. How he ever got so far north,

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MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

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will probably forever remain a mystery. The rail on the new road is laid to the **Breitung mine**, and just now those who admire scenery sublime, are to be accommodated without the difficulties attending the weary pedestrian.

**RACKETTY.**

*The Mining Journal*. Marquette, Marquette County, Michigan, Number 479 [Saturday, September 22, 1877], page 4, column 1

We learn that work has been commenced at the **Quinnesaik [sic – Quinnesec] mine**, a contract having been let to a Milwaukee party. It is the intention to ship a cargo of the ore before the close of the season. The grading of the west end of the railroad has been completed, and the track will be laid into the mine before many days.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 480 [Saturday, September 29, 1877], page 4, column 1

AN interest in 3,000 acres of well selected iron lands, in the **Menominee Range**, and adjacent to mines now being opened, for sale at a bargain. For further information apply to or address the editor of the MINING JOURNAL.

**MAJ. T.B. BROOKS** and **Prof. Pumpelly** have returned from their examination of the **Menominee Range**, and speak highly of its prospects. They say the **Commonwealth mine**, on the Wisconsin side of the river, gives promise of ultimately becoming one of the best

mines in the country, the deposit being apparently very large and the ore of the best quality.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 481 [Saturday, October 6, 1877], page 4, column 1

THE *Menominee Herald* says that the prospect for the extension of the railroad to the **Commonwealth mine** in Wisconsin, [sic] is every day growing brighter. If the deposit of ore is nearly as extensive as reported, and we see no reason to doubt its being so, the building of a railroad to it will be a question of short time only.

The same paper records the fact that an order has been received for 4,000 tons more of the **Breen ore**, from the same parties to whom the first shipment were [sic] made. This is the best evidence that could be had of the good quality of the ore, unless it turns out that it is being sold at figures below the market rates – which is very often done by parties trying to introduce a new ore, however unexceptionable its quality.

**MENOMINEE RANGE.** – Our correspondent writes us that the iron is laid to within two miles of the **Quinnesec mine**. A report received from the furnace owners who took the first cargoes of **Breen ore** is very satisfactory, the more especially as it was accompanied by an order for all the ore of the same kind that can be mined and shipped the present season. As a consequence the mine force has been increased, and from twenty-five to thirty cars are being shipped daily.

**The name of the Breitung mine has been changed to Vulcan, which will also**

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

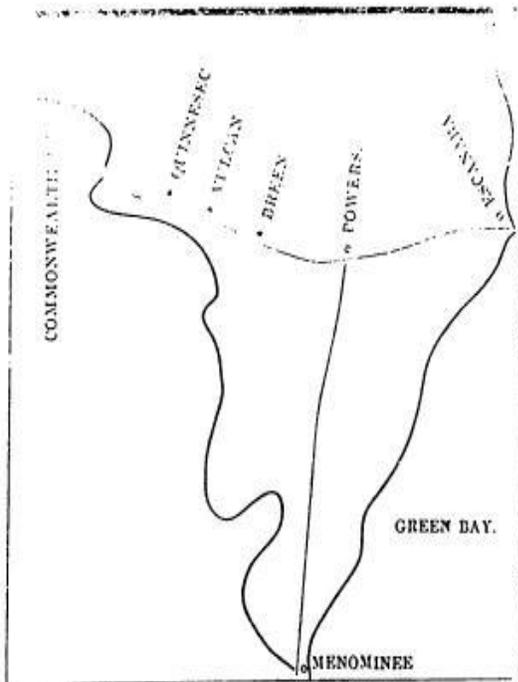
FROM THE COLUMNS OF *THE ESCANABA TRIBUNE, THE IRON PORT AND THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

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be the name of the new post-office, which has been applied for. The spur at the **Vulcan** is being pushed vigorously, the company being desirous of shipping all the ore possible before the close of navigation.

A big show is being made at the **Quinnesec**, and mining will soon begin, in order to have a cargo ready by the time the road is finished to the mine.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume VIII, Number 45 [Saturday, October 13, 1877], page 2, columns 3-4



THE above profile will show something of the direction of the railroad, through what is called the **Menominee Iron Range**, from **Escanaba**, the port of of *[sic]* outlet, westwardly across the **Menominee river**, to the **Commonwealth mine**, in the the *[sic]* State of Wisconsin. The stars indicate the mines that are at present opened along the

line. There are other deposits the future value of which time will develop. At present the railroad is only finished as far as the **Quinnesec mine**, but the probability is that it will be completed as far as the **Commonwealth** next season. It will be observed that the line runs nearly due west almost to the river, and from there diverges in a northwesterly direction, to the farthest mine. As mineral deposits do not terminate there, this road may be extended indefinitely still further west, at no very distant day. At the junction at **Powers** this mineral range has a communication by the **C. & N.W. R'y**, *[sic]* with the towns at the mouth of the **Menominee River** and with the cities farther south. As the iron trade revives and the demand for ore increases, the output from this range by way of Escanaba must be enormous, emphatically entitling it to the name of the Iron Port.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume VIII, Number 46 [Saturday, October 20, 1877], page 3, column 5

THE contractors of the **Menominee River Railroad**, Messrs. **D.L. WELLS & Co.**, are, according to the terms of their contract, to have it completed by the 1st of November next. They are using every exertion to finish their contract by the specified time and have lately made large additions to their working force in order to do so. Ground for the side track and depot, has been laid out at the town of **Waucedah**, where the **Breen mine** is located. The side track will also soon be laid at **Vulcan**, near the **Vulcan mine**. Ground has already been selected at **Quinnesec** for the **round-house**, and, as soon as contractors turn the

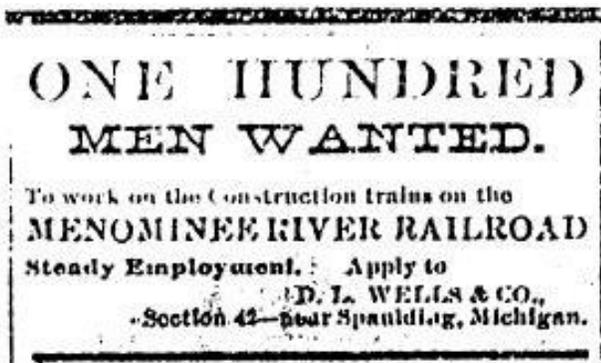
# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

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road over to the company, its erection will be commenced. Rumor has it that the extension to the **Commonwealth** will be commenced this fall, but so far nothing has been definitely determined in regard to the matter; although we should not be surprised if such was the case.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume VIII, Number 47 [Saturday, October 27, 1877], page 2, column 3



*The Mining Journal*, Marquette, Marquette County, Michigan, Number 484 [Saturday, October 27, 1877], page 4, column 1

**WE learn from the Menominee Herald that the iron was laid on the bridge across the river, near the Quinnesec mine, last Monday, and that trains are now running through to the end of the track.**

*The Iron Port*, Escanaba, Delta County, Michigan, Volume VIII, Number 48 [Saturday, November 3, 1877], page 2, column 3

**Powers.** – '**RACKETTY**' wrote us on the 30th, as follows: **J.M. ESSINGTON**, of this place, shot on Saturday last, a buck which weighed, when dressed, three hundred pounds. Several of the **Menominee River lumber companies** are sending men to the woods, by the new road, almost daily.

The completion of the **new R.R. line**, commencing at this place is near at hand and the contractors have put on an extra force, which will no doubt end operations by Nov. 5th. Several Chicago gents are hunting in this locality and, from the noise which they make while tramping through the brush, we should judge that they were more accustomed to the Nicholson pavement, of Chicago, than the haunts of the deer in northern Michigan. **P.C. MURPHY**, the gentlemanly **conductor** who had the misfortune to **lose one of his legs on the new road**, some time since, was removed to Escanaba on Saturday last. The best wishes of the citizens of this place are with him; and we sincerely hope that the day is not far distant, when he will fully recover the physical strength of by-gone days.

We imagine that the day is not far distant when "**Racketty's**" little contributions to the **IRON PORT** will come from the head waters of the **Sturgeon River**, as we are contemplating a month's sojourn in that direction ere long. We will notify ye Editor in due time, that he may enlarge his paper; for it is our intention to write up about sixteen feet of nonsense, every week or two at least. But we would have it distinctly understood that we are not going to try to immortalize our name; as that idea has proved a failure with too many of our calibre during the past two or three years.

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Number 485  
[Saturday, November 3, 1877], page 4,  
column 1

## MENOMINEE RANGE ITEMS. –

The iron has finally been laid as far as the Quinnesec, and trains running through on time. Shipments from the mine will soon be commenced. Shipments from the Breen mine average fifteen to twenty-five cars per day. Shipments from the Vulcan mine will be commenced about Monday next, and will consist of nearly a hundred cars per day. The ore on the docks – about 5,000 tons – has all been sold, and a market for as much more secured.

The spur was finished Friday last. The dwellings and other buildings are nearly all completed, and everything arranged for the winter's campaign.

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Number 485  
[Saturday, November 3, 1877], page 8,  
column 1

**A TRIP TO THE MENOMINEE RANGE.** – Having just returned from a trip to the Menominee iron range, I herewith enclose you a brief outline of my experience in that important, but yet undeveloped region. Arriving at **Forty-Two**, or "**Powers**," as it is now called, I found everything in a flourishing condition. The place is laid out for a town, but the only buildings there as yet are a post-office and several boarding houses. The boarding houses are all full to overflowing. Leaving there next morning, I

arrived at the Quinnesec during a heavy rain. At this place four buildings are going up, and are so much needed that they are being filled with merchandise while yet in an unfinished state. While here I called on John McKenna, of course, who is running a drug store at this place. John seems to be doing well, and is glad to see a Lake Superior man at any time. I then went over to Dickey Brothers' place, which is a mile and a half distant. The Dickey Brothers have kept an Indian trading post at this place for the last six years, and while there I examined some most magnificent furs procured from Indians and trappers. The next place I arrived at was on a section of the Menominee river called **Bad Water** [*sic* – *Badwater*], 10 miles from the Quinnesec mine. Here, in company with Mr. Keyser, of Menasha, Wis., I stopped over night at the house of a man named Miller, and in justice to Mr. Miller, must say that he keeps one of the best and neatest houses in the state of Michigan. I crossed the river at 7 o'clock next morning, (Sunday), on my way to the Commonwealth mine. I arrived there at 11 o'clock a.m. and found my way to the house of John Tobin. I found Tobin home, and took dinner with him, after which we sat down together and had a smoke. After taking a short rest we started for the mine, which is half a mile distant from Tobin's house.

There I found a stripping or opening of a vein of blue steel ore 162 feet wide, and 25 feet deep as far as developed. The Commonwealth company has a range of four miles from east to west on the line of this vein, with several test pits a mile and a half distant, showing in places a good

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sample of magnetic ore. From my limited experience I should judge by the looks of this mine that it is an immensely rich find, and will some time turn out to be a sort of bonanza to the owners. While at this mine I was the recipient of many kind favors from **Mr. Tobin**, to whose courtesy and kindness every visitor in this region will testify. The **Quinnesec mine** is doing a large amount of work, and are preparing for extensive mining operations next spring. At the **Breen mine** they are taking out from 10 to 15 car loads of ore per day. The captain says that as soon as they get their shaft in good working order, he calculates to ship 120 cars of ore per day.

P.D.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number 486 [Saturday, November 10, 1877], page 4, column1

**The Breitung mine, on the Menominee range, made its first shipment of ore Friday of last week. It was consigned to the Bangor furnace.**

The **iron region of Menominee** is now coming into quite prominent notice, and will, ere another six months, be a prominent iron mining eldorado. It has been quite thoroughly explored as a whole, and is known to be rich in mineral wealth, while there are now several valuable mines in course of development and operation. Since the partial completion of the **Menominee Range railroad**, capitalists interested in the region have renewed their grip, and everything now looks favorable towards a complete development of the new region.

*The Mining Journal*, Marquette, Marquette County, Michigan, Number487 [Saturday, November 17, 1877], page 4, columns 1–2

IT will be seen by our tables that up to the 14th inst. there had been shipped from the **Breen and Vulcan mines**, in the **Menominee range**, about 7,000 tons of ore, which is a good showing, considering the short time these mines have been supplied with transportation facilities. All our advices from that region are of the most encouraging character, and it now looks as if the mines being opened will be able to supply all the soft ores there is likely to be any demand for next year. The Menominee hematites are exceedingly rich in metallic iron, and all that is now needed to give that region great prominence is the discovery of hard ore of merchantable quality and in proportionate quantity.

**ESCANABA.** – The following table shows the ore shipments from Escanaba up to and including Wednesday, November 14:  
Vulcan.....1,868  
Breen.....4,992

*The Mining Journal*, Marquette, Marquette County, .Michigan, Number 492 [Saturday,December 22, 1877], page 4, columns 1–2

The following well considered article from the Menominee *Herald* commends itself to the attention of those who are interested in the development of the **new iron fields of the Menominee range**. While there can be no objection to the extension of the line to the **Commonwealth**, or any other new mine, it cannot be expected that any part of the

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*[Compiled and Transcribed by William J. Cummings]*

grant of swamp lands shall be applied to the building of a line which shall not have for its main object the development of mineral interests within our own state. Let the line be run to the **Menominee river**, as the *Herald* suggests, through the iron belt west of the **Quinnesec**, and the object of the grant will have been at least partially attained. Any attempt to divert it from such a course should meet with the united and persistent opposition of the people of the upper peninsula and of the state authorities. The *Herald's* article is as follows:

The route to be adopted in the **proposed extension of the Menominee River railroad**, *[sic]* is a matter of so much importance not only to the people of **this and Delta counties**, but the state at large, that we cannot forbear calling public attention, for the second time, to the subject. We have no reason to suppose that either the railroad authorities or the **Commonwealth mine** interest are prejudiced against the extension from the present terminus by a line which shall skirt the south side, the iron formations in **40 30** and **40 31**, west of the **Quinnesec**. On the contrary it is the impression that this route is favorably regarded by both of these interests. But as there are rumors to the effect that there is a possibility of the extension commencing at a point on the present completed line, two miles east of **Quinnesec**, and running thence regardless of all intervening interests, northwesterly to the **Commonwealth**, we are going to invite the attention of our readers to some of the important reasons why such a step would be inexpedient and unsatisfactory.

The **state swamp lands of the counties of Delta and Menominee**, which apply on the grant to the **Menominee River**

**railroad company**, were, in the year '73, excepted from the **Marquette and Mackinaw grant**, for the specific purpose of applying them, at a future day, to the aid of a **railroad through the Menominee range**. The act approved, April 3, 1875, conforming to this purpose, donated **seven sections per mile of these lands to this road**, and specially required that the road should run "as far west and south as section **34 40 30**, and from thence to the **Michigamme river**." It is not fair to suppose the petition embodying the above limitation, which was so generally signed in **this and Delta counties**, had for its sole purpose the **mine of Quinnesec**. It would have been made to reach a point four miles further west, had not its originators believed that the formation of the country. If not the good sense of the railroad projectors, would continue the line a sufficient distance westerly to embrace the **Iron mountain [sic – Mountain]**, **Walpole and Edward's interests on section 31 and 32 of the same town**. This is leaving out the important interests on the same latitude in the adjoining **town of 31**. However this may be, a proper construction of the language of the act locates the main line of the road as far south and west as section **34-40-30**, and in no sense does it provide for a "direct" route to any iron location in the state of Wisconsin. Michigan has not pledged her swamp lands to the attainment of any such purpose. There is not, and cannot be any question, in a business point of view, as to the expediency of this road running to the **Commonwealth mine**, or rather to so establish its main line, destined for the **Michigamme river**, as to provide a connection with that important location. But there are grave reasons, founded upon the

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subsidy extended it, and connected with the revenues of this county and the state, why the iron locations on this side of the river should not be "left out in the cold," in the attainment of that point.

Many persons in this community have the impression that iron properties are not subject to taxation for town and county purposes. This is not the case. The specific tax of one cent per each ton of ore is in lieu only of state taxes. The mining property at its true cash value is as subject to town and county listing as any other property, and it is not far in the future when the iron locations of the **Lower Menominee Range** will contribute as much to our local revenues as any other class of property, provided always, that they are not "left out in the cold." It becomes the duty, then, of every taxpayer to interest himself in this extension, and direct his influence to the selection of a route which shall develop in the highest degree the resources of **Menominee county** and the revenues of the state.

There are men of information and influence in all parts of the state interested in our range. They should not fail to observe closely the progress of this enterprise. If it was an effective argument in '75 in obtaining the grant for the road, that the specifix [*sic - specific*] tax accruing to the state from the ore raised would ultimately counterbalance the value of the lands donated, it is no less effective to-day [*sic - today*]; and the great promise which the range now presents for an inexhaustible supply of ore gives good color to the proposition. The state officers who hold these lands in trust for the accomplishment of this enterprise, [*sic*] will undoubtedly see that the object of the grant is not sacrificed

to develop interests in the state of Wisconsin. We are particular to state that at this writing we have only the **rumors floating about that it is the purpose to diverge from the Lower Range at a point east of Quinnesec, and cross the river at Twin Falls.** We trust the railroad authorities do not contemplate such a step. It would surely invite serious opposition from more than one source.

**More than a year would pass before a decision was made to extend the Menominee Range Railway mentioned in the above article.** The following articles from Escanaba's *The Iron Port* document the growth of the new settlements along the Menominee Range Railway during 1878 and early 1879.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume IX, Number 43 [Saturday, September 28, 1878], page 3, column 4

## WAUCEDAH.

In this stirring little town, signs of improvement are everywhere visible. New buildings are going up on both sides of the stream and everything looks promising. **W.E. Ferguson**, who is engaged in **general merchandising business**, finds his former building too small to accommodate his increasing trade and has consequently been forced to build another story on top. **John K. Stack** was just opening a very large assorted stock, in his new building, which is almost completed. The **Waucedah hotel**, of which **Gifford** is the host, is increasing its size to more than double its former dimensions. **Dr. Fortier**,

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of **Menominee**, is building a **drug store and office**, which he will occupy as soon as completed. The **new school house** is almost completed. Several small dwellings are going up and another hotel, or something of that kind[,] is contemplated. The prospects of **Waucedah** look quite bright and, as it is surrounded by a splendid farming country, which is at present rich in timbered wealth, it can only be a question of comparatively limited time, when the whole region will be under the plow. Settlers are coming in and taking up this land quite fast and a very few years must convert this present wilderness of timber and and [sic] wild growth into smiling farms. The location of an iron furnace here would materially assist the development of the place and the surrounding country. From the vicinity of favorable ores and a comparatively unlimited supply of hard wood, together with the railroad facilities it would seem as though the point should arrest the attention of capitalists, to its advantages, for a plant of that kind. The present prosperity of the town is owing in a great measure to the energy and enterprise of **Messrs. Breen, Saxton and Judge E.S. Ingalls**, the **mine proprietors**. Under the proper mining head we speak of the **Breen and Emmett mines**.

**BASS LAKE**, near **Iron Mountain**, on the new road from **Quinnesec** to the **Twin Falls**, is described as a beautiful sheet of water, completely framed in with a pebbly beach. It is full of fish that are anxious and willing to take a bite provided that the opportunity is offered them. This will be another attraction, among the many, with which that region abounds. -- It is only five miles from town and you can either ride or go afoot. Owing to a heavy rain while we

were there, we missed the chance of gazing on its crystal contents.

## QUINNESEC.

Is putting in its best licks for the honor of being the first city in the **Menominee Iron Range**. Although the reporter of this institution has made numerous pilgrimages into that locality of late, yet he has without the aid of a field glass observed numerous improvements every time. The **residence of the Hon. John L. Buell**, on the eminence just as you enter town[,] is approaching completion. **Wendel**, of the **Quinnesec Hotel**[,] is not behind in fresh attractions. He has secured at a great expense a brand **new barber**, and has him safely penned up in one corner of the **billiard room**. A small admission fee is charged to view the acquisition. His **bar** is also adorned with a **newly coined tender**, who was imported directly from Sweden. Still further improvements are in contemplation. **John McKenna**, in the plate glass fronted structure, across the way has lately put in one of the finest **pool tables** in the country. It is supported by four lions who have been trained so that they are perfectly peaceable to strangers. He has also got hold of a **barber**, but has not got him caged up yet and lets him run round loose. The **mining company's store** is fast approaching completion and will soon be filled with molasses, dry goods, codfish, perfumery, pork, flour and other fancy articles: [sic] **Wright, Bros. & Co.** are doing a smashing business in the line of **general merchandise**, and are still trying to serve the Lord and the **post-office department** to the best of their knowledge and belief, so help them Bob. **Newberry &**

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**Jenkins** are still slashing up the **sirloin roasts and venison steaks** at a great rate. If business keeps on in this way with them they will soon have to put up an appendix with a cupola on top. **Tim Macnamara's hotel – the Central** – is doing finely, and internal improvements are going on in the neighborhood of its insides. Tim's **barber** has'nt [*sic – hasn't*] arrived yet, but when he comes he will be a nice one. **A. Surprise**, nearly opposite, is doing a surprising good business with a **billiard table** and all the necessary trimmings to go with it. **Maurice McKenna** has been improving his store very much of late and in addition to **pills and plasters**, has fitted up one side for **groceries** and other good things to eat. Maurice is bound to do well, and if he keeps on improving in good looks, will soon be able to get married and retire on a competency. **Hugh McLaughlin's** headquarters we believe are at the **Quinnesec Hotel**. – To his fatiguing [*sic – fatiguing*] duties as **township clerk** he has added that of **insurance agent**, and is prepared to insure anything from a store or dwelling to a lightning rod peddler. His policies will cover all the mishaps and accidents of life – fire, brimstone, cholera, mad dogs and book agents. The **Hon. John L. B. [John Lane Buell]** is full of business as usual, and if **Quinnesec** is not a first-class suburban, hay fever retreat, it will not be his fault. Everybody else is well and happy.

*The Iron Port, Escanaba, Delta County,  
Michigan, Volume IX, Number 45  
[Saturday, October 12, 1878], page 3,  
column 4*

THE work of **improving the upper Quinnesec Falls so that logs can be safely got over** is at length completed. It spoils the wild beauty of the river but will put thousands of dollars into the pockets of the lumbermen. As this was one of the worst places on the stream and it became necessary to build a **pier 156 feet long by 12 feet wide**, which acts as a breakwater and makes a safe channel 20 feet wide on the Wisconsin side. The rocks had previously been blasted out of the channel, so that logs can now come through with perfect safety.

*The Iron Port, Escanaba, Delta County,  
Michigan, Volume IX, Number 46'  
[Saturday, October 19, 1878], page 3,  
column 6*

For the IRON PORT.

**WAUCEDAH**, Oct. 9th, 1878.

Business is very lively here for a small place and the town is growing – morally, physically and numerically. **Dr. Fortier**, of **Menominee**, has his **office completed**, and has already moved in. He will be a valuable accession to the place.

**J.K. Stack** has got his **new store** in full blast, under the charge of **Joseph Brown**, and is determined to share the profits with **W.E. Ferguson** – the pioneer. Competition is beginning to be felt and already there is a fall in prices. Opposition is the life of trade. In a village with only **one saloon** not as much spirited amusement can be expected as if there were three or four, but we can occasionally get up a lively rumpus, especially when a "bit of shtick," came into play. But leaving all jokes aside whisky is

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no benefit to a place and **Hays** or **Kearney** may tramp the land till doomsday talking about what will help the working man, to no effect, as long as he will not let this liquid hell-fire and distilled damnation alone. **Judge E.S. Ingalls** and **Bartley Breen** made us a pleasant visit lately while looking over the mines that they are interested in.

The **Emmett mine** still continues to look very favorably. The management are [*sic* – *is*] now stripping off the edge of the swamp and are uncovering a large body of blue ore, which mining experts pronounce to be of the best quality. There are acres of BROWN hematite in sight. It is very easily mined and placed on the dock at a very small expense. Altogether this mine looks as well as the most sanguine could desire. In **pit No. 2 of the Breen mine** they have found what appears to be a large deposit of ore beneath a slight overlay of sandstone, which is now being blasted out. If this ore bed meets expectations it will be the first underground mining on the location. **A horse derrick is running at pit No. 3 and the ore is being taken out at a lively rate.** **Capt. Harrington** attends to both mines.

**PINE TREE.**

For the IRON PORT.

**WAUCEDAH**, Oct. 15.

The **new store at Vulcan** is nearly ready to be occupied. **Mr. Hultz [*sic* - *Dr. Nelson Powell Hulst*]** is having a **new house built** which he will occupy as soon as finished. The shipment of ore from the **Vulcan** has been unusually large for the past few weeks. The shipments of ore from the **Norway** for the past few days will press hard upon 200 tons per day, and their

output is increasing. They will soon be ready to ship from **pit No. 2 at the Norway**; the ore of which is very similar to the **Quinnesec**.

**Mr. Buell [*John Lane Buell*]** is improving the wagon road between **Vulcan and Quinnesec very much**.

The weather in this locality has been quite stormy of late; severe winds and rain storms, with heavy thunder, blowing down great quantities of fine timber. M.

*The Iron Port Escanaba, Delta County, Michigan, Volume X, Number 1 [Saturday, December 7, 1878], page 3, column 3*

**THE new iron bridge across the Menominee River at the Twin Falls** is completed, and will probably be open for travel this week. This will be a great convenience to the large lumbering firms operating on the river and its tributaries.

*The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 4 [Saturday, December 28, 1878], page 3, column 3*

**WAUCEDAH.**

**Mr. J.K. STACK** returned last week from a visit to the flourishing village of **Waucedah**, and reports everything as looking very promising. The mining prospects never were better, and the company will work a large force of men this winter, as they can readily sell at remunerative figures, every ton of ore that they can mine. With the present flattering indications of the market, for the sale of the Menominee ores, he thinks that this

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location will present a very lively appearance next season.

## HERMANSVILLE.

Is the name of the **new post-office** just established at the **new saw-mill location of C.J.L. Myers, Esq.**, the great sash, door and blind manufacturer, of Fond du Lac and Chicago. The improvements placed there already are very substantial, consisting of the **mill** which is now inclosed [*sic* – *enclosed*], a large and handsome **boarding house** and a **general store**, besides other buildings; the whole of which has been mentioned before in our columns. Everything wears an air of permanence and substantiability [*sic*] which characterize all the operations of that gentleman. We hear it rumored that there is a possibility of Mr. Myers removing his blast furnace from Fond du Lac and rebuilding it at his new town. The site would certainly be a good one, as it is in a fair hardwood region and is close to the mines.

*The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 10 [Saturday, February 8, 1879], page 3, column 5*

**WAUCEDAH.** – From our correspondent.

ED. IRON PORT: – The weather here now is simply delightful. For mining purposes it could not be better, but for logging it is not so good; no snow to speak of and what there was, left us a few days ago.

This burgh grew fast last summer and fall. There are more people than appears at first sight. **Fourteen families living**

**north of the mine, and six or eight a few rods up the railroad and there are other buildings to be erected the coming summer, which will add still more to the attractions of the place.**

The company has succeeded in **clearing the mine of water** and **Capt. Harrington** is doing good work with the small force of men available. Forty or fifty more men could find work here. The mine looks well; a shaft 12x12, 25 or 30 feet is down in pure ore of an excellent quality for Bessemer steel. **Mr. Tuttle**, of **Cleveland**, has secured the handling of the ore and henceforth the orders of the company will be as good as Tuttle himself. There is no doubt but that with proper machinery, good management and ample means, "There's Millions in it." The homestead wave is passing over this locality, tending toward the "**Commonwealth**." A dozen or more have already taken up homesteads thereabouts and will become "badgers," and more will follow the example. That's right gentlemen, the soil pays bountifully, and with passable industry your children will not go to bed hungry. Then you will be independent of the Iron Kings. There is plenty of good hardwood lands in this vicinity, but it is owned by rich men or wealthy corporations and they say, "pay us our price or go without the land." These lands should be taxed as high as the farmers' clearings. That would be better than taxing government bonds.

I would like to ask the "Iron Port" where its farmer correspondents have gone to? Now, gentlemen of **Delta county**, yours is pre-eminently an agricultural county and for years will remain so. You have [*sic* - *have*] a very excellent paper published for you, – I say FOR YOU; for until an editor can lay up

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\$10,000 a year, he publishes it for you. Therefore subscribe for it every one of you, and write for it and let people outside of your immediate vicinity know what you are doing. Don't say you have nothing to write about, there are thousands of things you can tell the editor, and that will be of interest in the county and elsewhere. Can you spend a half hour any more pleasant than in writing for your paper. Tell what crops you raise, or are going to raise, and cost of the same. What kinds of cattle or hogs you have, profitable or unprofitable; fencing or wood chopping, rate of wages, and hundreds of other things you will think of when you sit down to write. Remember it is the items gathered through the county that go to make up a good paper, and published in a reliable paper as the "Iron Port" will be the means of bringing thousands of settlers into your county who otherwise would never draw inspiration from its health giving breezes. Again I say, keep your editor posted as to how you are getting along.

Now sir, I have written these few words without either fear or wit, – just as thoughts came uppermost. If you conclude to "prent" [*sic – print*] them, well and good; if not it's all the same to **JERRY McPHEEN**.

*The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 15 [Saturday, March 15, 1879], page 2, column 3*

## ALONG THE MENOMINEE.

The future of the **Menominee Iron Range** points unerringly to the march of a large immigration into this section in a comparatively short space of time. The

new developments but enhance the ultimate result. Pine and mineral enough exist to employ \$100,000,000 of capital and an untold army of men at work. These elements of wealth cannot be overlooked and must very soon attract the situation of the miner, speculator, capitalist, scientist and philosopher. This range is rich beyond question, throughout its entire length, which is comparatively undeveloped. Amid the grandeur of its hills and in the preadimate [*sic - preadamite*] store houses of its treasure caves, lies untold wealth awaiting the hand of intelligence and capital to unlock its doors.

To those in search of pleasure, health and recreation, away from the din and excitement [*sic - excitement*] of the busy cities, who wish to find sport and amusement in wild, picturesque and grand scenery of this region, will find all they expect and more too. In the streams and lakes are to be found myriads of fish, from the muscalonge [*sic — muskellunge*], weighing sometimes thirty pounds, to the gorgeous speckled trout, who really think it is a pleasure to be caught. In the forests surrounding are to be found deer, rabbits, partridges, woodcock, and pigeons in their seasons. Those in search of more exciting game will find the black bear and huge timber wolf. On the rivers and creeks wild duck, snipe and other aquatic fowls abound. All this game is to be found within a few miles of the stations along the line of the railroad. As a general thing good hotels can be readily obtained. Towns and villages have sprung up within a few months on the streams, the borders of the lakes and amid the primeval forests, and the day cannot be far distant when the population of the Menominee range will be

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FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

[Compiled and Transcribed by William J. Cummings]

composed of a sturdy, energetic and intelligent people. Every State in the Union has contributed to its growth and as the resources are inexhaustible and so many elements conspire to happiness and prosperity, it will in time, become densely settled. At the present terminus of the railroad – **Quinnesec**, – will be found a perfect store-house of the grand and picturesque in nature. On one side of the town are high hills from whose summit the eye can wander over river and valley, forest and plain, to a distance of 18 or 20 miles. About 600 yards from the **depot** are the beautiful **little Fumee Falls**, which with its rocky surroundings, will in time, be a very attractive piece of scenery. Two and a half miles below the village are the magnificent **lower Quinnesec Falls**, on the **Menominee river**, which pour through a gorge at an acute angle and is probably not less than 90 feet in perpendicular altitude. At nearly the same distance above the town is the **upper Quinnesec Falls**, which is not quite so high. Boating and fishing is good on the river and the adjoining streams abound in speckled trout. **Quinnesec** is about 47 miles due west from **Escanaba**.

*The Iron Port, Escanaba, Delta County,  
Michigan, Volume X, Number 15  
[Saturday, March 15, 1879], page 3,  
column 3*

## MENOMINEE R.R. LAND GRANT.

On the 6th of March the State Senate passed by a vote of 22 to 4 – the nays being **Messrs. Hodge, Lewis, Pendleton and Weir** – a bill to grant seven sections of swamp land in Menominee or Delta Counties, except in range 18 west, to aid

in the extension of the **Menominee River Railroad**, through the **Menominee iron range** from its present terminus, near **Quinnesec**, to the **Michigamme River**. The provisions of the bill require five miles of the road to be built before January, 1881, and ten miles a year thereafter. If the company construct [*sic* – constructs] in any one year more than the number of miles specified the excess is to be credited upon the amount of the next year.

*The Iron Port, Escanaba, Delta County,  
Michigan, Volume X, Number 16  
[Saturday, March 22, 1879], page 3,  
column 3*

**HON. JOHN L[.] BUELL**, of **Quinnesec[.]** is starting a newspaper in his thriving young town, under the management of **Mr. PENBERTHY**, formerly of the **Menominee Herald**. The name of the new paper will be the **Menominee Range**. It will be independent in politics and luke warm in religious matter. The **IRON PORT** wishes it all the success imaginable [*sic* - imaginable] and hopes that it may amass stocks o' wealth, as big as the hills, which surround the charming village.

*The Iron Port, Escanaba, Delta County,  
Michigan, Volume X, Number 19  
[Saturday, April 19, 1879], page 3,  
column 3*

AN express line was established last Wednesday, along the **Menominee River rail way**, by **WILL DALIBA**, general agent for the **American Express company**.

**MR. HOMER HUFF** has now the **Quinnesec Hotel** under his management

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and this popular house is kept full and running over. **Mr. WENDELL**[.] the proprietor[.] is turning his attention to outside operations.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 21 [Saturday, April 26, 1879], page 3, column 3

**MESSRS. HARTEAU & BEBEAU** of this place have determined to open a **dry goods store at Quinnesec** and for that purpose have already purchased the vacant lot on the main street, next to **WRIGHT BROS**[.] & Co., and will immediately commence the erection of a building. They design to carry a heavy and complete stock of goods.

IT has been reported that the parties interested in projecting the building of a narrow gauge railroad along the **intermediate iron range to Escanaba** cannot get the right-of-way to our water front and consequently would have to seek some other outlet. This is not the case, and the **IRON PORT** is authorized to state, that on the contrary, every facility in that connection will be extended to them. [NOTE: The "intermediate iron range" is the **Felch Mountain Range**.]

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 21 [Saturday, April 26, 1879], page 3, column 4

LAST Tuesday night a **burglar** broke a window in the **Quinnesec Hotel at Quinnesec** and stole a valise from the office belonging to **ED. GIRZIKOWSKY**[.] of Ishpeming[.] containing watches, jewelry,

silverware &c. A young man of the name of **KELLER** was subsequently arrested at **Green Bay** as the supposed thief.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 3, column 3

## SEVERE ACCIDENT.

**T.S. FORT**, a well known [*sic* – well-known] citizen of this place, who removed to **Quinnesec** a few weeks ago, met with the misfortune of **breaking his leg**. It appears that he was building a scaffolding, last Friday, on the outside of **Maurice McKenna's drug store** and while in the act of raising a heavy green board to the staging above him, the one on which he was standing gave way and he was precipitated to the ground, a distance of about 15 feet. The board fell at the same time and the end struck him in the leg, below the knee, fracturing both bones in such a shape that they protruded through the flesh. The **surgeon of the Menominee River Mining Co., Dr. McLEOD**, reduced the fracture and he appears to be getting along as well as could be expected. We understand that he is in straightened circumstances, and it is a case where the assistance of the charitable would not be misplaced.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 3, column 5

## QUINNESEC ITEMS.

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**MR. FELCH** is building a **dwelling house on Pine Street**.

**MR. BUELL** has been absent during the week in Chicago.

**MR. OLESON** has got a **new two-story dwelling house** almost finished.

**JOHN McKENNA** seems to have his hands full, with his **new mine** [*The McKenna Mine became the Keel Ridge Mine.*], and his other business.

**MR. A.R. HARLOW** of **Marquette** and **ROBERT NELSON** of **Ishpeming** visited the **Menominee River Range** on Tuesday last.

Flurries [*sic – Flurries*] of the "beautiful" were distinctly seen along the **Menominee River range** last Monday, and flowers were in bloom at the same time.

**NEWBERRY & JENKINS** are doing a fine business in the **meat line** and have all they can attend to and are now giving the citizens **beef from fresh slaughtered cattle**.

The **Quinnesec Hotel** is as usual crowded with guests and **Mr. C.L. WENDEL**, the host, sometimes has his ingenuity taxed to the utmost, to supply accommodations for all.

**WRIGHT BROS. & Co.** are prospering in worldly goods, which is evidenced by the large improvements on their store, and their increased stock, which made the enlargement necessary.

Our old friend **TIMOTHY MACNAMARA**, proprietor of the **Central Hotel**, has got the building in first-class shape and it presents a fine appearance and judging from his good natured looks, business must be well with him.

The town is lively with the hum of business and the sound of the hammer and the saw is heard from early morn to dewy

eve and at the rate that new buildings are going up and people coming in, **Quinnesec** will have a population of a thousand in a short time.

**PATRICK McKENNA** is commencing to **build a store** on the main street, second lot south from his **brother's drug store**. The building will be 24X50 feet on the ground and two stories high. The lower part is intended for a hardware store and the upper portion for a dwelling.

**JOSEPH PECARD**, of **Menominee**, the **owner of the Quinnesec Hotel**, was in town during the week. Joe looks as young as ever and seemed as though the world went well with him. We understand he **offers the Quinnesec Hotel building for sale**, which is a very desirable property.

**WRIGHT BROS. & Co.**, are **building a new addition to their store**, two stories high. It is 22X85 feet on the ground. As soon as they can shift their goods a little into the new part they will raise the present store another story, which when completed will give them a commodious store 75 feet in length, with a ware- room at the back.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 24 [Saturday, May 17, 1879], page 2, columns 2–3

## HERMANSVILLE.

The **new saw-mill erected last winter by Mr. C.J.L. Meyer at Hermansville**, [*sic*] is now running and giving good satisfaction to its owner and builder. It is located about 25 miles west of **Escanaba**, in the heart of a large tract of timber owned by **Mr. Meyer** to whom the little town of **Hermansville** also owes its origin. The saw mill, which

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was built under the veteran sash and door maker's personal supervision, contains one circular with its various appurtenances [*sic*], lath and shingle machinery. It is capable of cutting 50,000 feet of lumber and 100,000 shingles per day. Dry kilns have been erected and will prove of great utility in fitting the shingles and some grades of lumber for early shipment. The shingles will be sold and shipped to the trade direct from the mill, via the **Chicago & Northwestern railroad**. Mr. Meyer spent a large portion of his time superintending the construction of this mill and takes no little pride in its operation. About 8,000,000 feet of logs were secured last winter and an important feature of the owner is that they are not subject to the caprice of wind or rain, having been hauled direct to the mill instead of to the banks of some uncertain stream. About 2,000,000 feet more will be put in during the summer, giving a total produce of 10,000,000 feet for the season.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 24 [Saturday, May 17, 1879], page 3, column 4

## PERSONAL MENTION.

**MR. THOMAS HAY** and family have moved to the **Norway Mine** near **Quinnesec**.

**DR. J.S. NORTH**, of this place[,] removed to **Quinnesec** on Wednesday last. **He will practice medicine in company with Dr. J.A. McLEOD** of **Vulcan**. The citizens of the Range have reason to congratulate themselves that they have two such good physicians and surgeons as doctors **McLeod** and **North**. **Dr./.] North**

will be located at the chief town of the range and both will attend to any and all calls promptly and satisfactorily. The Iron Port wishes the two gentlemen success.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 25 [Saturday, May 24, 1879], page 3, column 2

**HARTEAU & BEBEAU** of the one price establishment are receiving the reward of merit this spring in the large quantity of goods that they are selling. Their business has increased so, that they are forced to open a **branch store at Quinnesec**.

**ROSE[,] the artist [photographer]**, has got a brother and that brother has come here and the firm name is now **Rose Bros.**, and furthermore they have got a tent and one of them proposes to travel around the country and take the likeness of every thing [*sic – everything*] animate and inanimate at moderate prices and in the very first style of the art. The objective place now is **Quinnesec** and the IRON PORT would advise the Quinnesecers to interview him. Headquarters will be here.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 26 [Saturday, May 31, 1879], page 2, column 2

## A RUN TO WAUCEDAH.

Breaking loose last Saturday after a hard week's work, we took a trip to **Waucedah**. The morning was warm and pleasant. The woods were looking glorious in their new green dress and the ground at their feet were [*sic – was*] besprinkled with

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flowers. The **Quinnesec accomodation** *[sic – accomodation]* train left at 8:30 in the morning, **conductor M. HOULIHAN**, carried us out as far as the **Menominee River Junction**. We passed several fine farms, that in a few years will be hard to beat, and on which spring work was actively going on. A large amount of wood, ties and posts were on the banks of the track, but fires in the woods were making this kind of property quite unsafe and during a strong wind, when it was as dry as it was this time, the efforts of watchers are sometimes unable to save it from entire destruction. Such a case happened in the afternoon of the day when the high wind had made the flames uncontrollable and destroyed a lot of posts and telegraph poles between **Ferry and Spaulding**. **CROZER & McINTYRE'S mill***[,]* at the latter place, is turning out a big amount of lumber. The convenience of a planing mill adds largely to their sales. They were also experiencing some little difficulty with the fire, among their sawlogs on the railroad bank, further up the line. At the **Junction** we accepted an invitation from **Superintendent W.B. LINSLEY** to take a ride on his lately arrived miniature *[sic – miniature]* engine "Minnie." It is a perfect little beauty and skims over the road like a thing of life. It will run anywhere where there are two rails and will be of immense convenience in facilitating business with the various mines and lumbering location*[s]*. We passed by the fine lumbering establishment of **C.J.L. MYERS** on **Little Cedar river**, which by the way is *[a]* model of its kind. An immense quantity of logs for a small stream are on hand and everything is arranged systematically, substantially and neat, giving it an air of permanence which is

seldom found, in the country, at mills of this kind. The making of sash, doors and blinds, in connection with the lumber business, will be carried on extensively. Arrived at **Waucedah**, we refreshed our selves *[sic – ourselves]* first with a dinner at the excellent table of **Mr. GIFFORD** – who*[,]* by the way*[,]* has largely improved his house lately – and then took a survey of the town and surroundings, including the far famed **Emmett iron mine**, with its hidden treasure of gold and silver, we *[sic]* found **Mr. W.E. FERGUSON** about as busy as ever, dispensing his fine general assortment of goods to his numerous customers. He carries a large and well selected stock of almost everything that the people want and should be well patronized. As he had the **pioneer** *[first]* store and lived through the times when business was small he should reap the benefits when times are prosperous. Another old pioneer*[,]* **PAT. O'CONNELL***[,]* looks as though the world went well with him and he tells us that he has some slight prospects of developing into a **new mine owner**, some of these days. **P.J. GATES**, the boss **boot and shoe maker** of the place*[,]* can turn out those articles of foot wear, which for style and comfort cannot be beaten anywhere. He is doing well and has a large run of custom *[div – customers]* from the surrounding country. **THOMAS BREEN** one of the genial proprietors of the **Emmett mine**, turned us over to his mining captain, **MICHAEL HARRINGTON**, who accompanied us in an examination of the mine and its workings. This valuable mine never looked better than it does at the present time and an immense body of ore is uncovered. They are working however principally on the blue hematite, on the

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south side, which is showing splendidly. With an average of about twenty-five men in the mine, he is taking out from seventy to eighty tons a day, which is being shipped about as fast as it is removed. They have also a stock pile on hand of about 5000 tons. Capital seems to be all that is necessary to make this one of the best mines, in point of yield, on the range, as there is a demand for every pound they can take out. We had intended to have visited the **new find by Hamilton, Merryman Co.**, on **section 21**, about a mile from town, but shortness of time prevented us doing so, *[sic]* we shall however examine it before long. We are informed the show is good and the ore somewhat similar to that of the **Emmett**. If this should prove to be the case it will stimulate other mining explorations in the vicinity. The trip was very agreeable and was a very pleasant break into the monotony of everyday labor. It will pay our citizens well, during this early summer weather, to rest themselves with a trip along the **Menominee Rives** *[sic - River]* **mineral range**.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 28 [Saturday, June 14, 1879], page 3, column 4

## QUINNESEC.

Towards the shank of last week our reporter made a run to the future metropolis of the **Menominee river range – Quinnesec**. Everything in and around the town showed a fair business activity.

Building still continues to be lively. **Patrick McKenna's building** is almost as far as it was before the unfortunate blow-

down. **Edward Smythe**, the **contractor**, keeps it securely braced as the work progresses, all ready for any more little frisky zephyrs which may take a notion to happen along that way.

**Harteau & Bebeau's new store** was almost completed, and their large general stock was fast arriving to fill it. **Samuel and John** looked as happy as two clams in one shell and were as busy as a horse's tail in fly time. They have got a handsome store, and no mistake. **Wright Bros. & Co.** were just putting the finishing touches on their mammoth building, and were gradually filling it up, from cellar to garret, with every thing *[sic – everything]*, from eatables to dry goods. It is well arranged and everything is as neat as a new red wagon. The **postoffice** *[sic – post office]* in the store has also improved itself, and with its lock boxes looks quite metropolitan. As was before remarked, they keep everything that is generally called for, from saw mills to steamboats.

**Jenkins**, of the firm of **Newberry & Jenkins**, was **slashing away the beef and pork steak** at the rate of a shilling a pound, and **Newberry** was trying to be sick, but he was going to be around in a day or two, as he could not afford to be sick very long when beef cattle are worth \$4.90 on foot.

**Penberthy** was off to Menominee buying a saw mill, seeing his girl, or attending to some other important business of that kind.

**Buell** was off in the woods for his health and was roaming around the romantic borders of **Lake Antoine** and occasionally catching a sucker by way of pastime.

**John McKenna** was in town on business, and reports the prospects of that **mine** tip top. **Maurice**, his brother, is

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constantly adding new goods to his already large stock. He says business is first—rate.

A sectional view was had of **Mr. T. Macnamarra** [*sic* – *McNamara*], **landlord of the Central**. We might be afraid to bet against **Tim** being one of the first aldermen of the new city.

**Drs. McLeod, North** and **Fortier** were all in town, and still the health of the place was reported to be very fair. No deaths occurred while they were there.

**Captain Tobin** had just returned from the virgin forest, weighted down with rocks for ballast, which he unloaded on **Wendell's** center table. Among them were some fine looking specimens of hematite ore, found either three feet under the surface or above it. It looked rich anyway. **Wendell** had his good clothes on and was going to **Menominee**. He says the hotel and iron mining business is running nicely.

**Rose Bros.**, the **artists** [*photographers*], were enjoying themselves under a canvass tent, and taking first-class pictures at the same time. They will take the falls, the **Quinnesec mine**, and all the other valuable property around. A set of first-class views of scenery in the Menominee region will sell like fire crackers on the 4th of July.

**George Barclay** and **Hugh McLaughlin** looked as though their **boarding houses** agreed with them.

**Mr. Felch** is hurrying up his **new building on Quinnesec street** as fast as the Lord and the carpenters will let him.

**Surprise's billiard hall** is as neat as a pin, and he complains of doing a very satisfactory business.

**Omer Huff**, the accomodating [*sic* – *accommodating*] **manager of the Quinnesec Hotel**, declares the business is

first rate and prospects for the season good.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 31 [Saturday, July 5, 1879], page 3, column 5

We understand **C.L. Wendel** has sold out his furniture stock and fixtures, in the **Quinnesec Hotel** to a man from Marinette.

**MR. ED. McKENNA**[,] of **Quinnesec**, met with a very severe accident at that place on Tuesday morning. He had been sleeping in his room, in the second story of his brothers [*sic* – *brother's*] house, and it is supposed that he got up in his sleep, about 4 o'clock in the morning, and stepped out of the open window. His cries soon brought the family to his assistance, when it was found that he was severely injured. A physician was summoned, who ascertained that besides being hurt internally, that some of his ribs were fractured. He finally sank under his injuries and **died last evening**.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 35 [Saturday, August 2, 1879], page 3, column 3

**C.L. WENDELL**[,] **ESQ.**[,] has purchased a tract of land near the **Norway and Cyclops mines**, which he designs laying out into a town site. [NOTE: *Wendell laid out Norway.*]

IT would seem to an outsider, that the **C. & N.W.R.R. Co.** might afford to foster its passenger trade over the **Menominee**

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River R.R. to the extent of one coach. The Caboose on the **Quinnesec accommodation** is utterly inadequate to accommodate the travel on the route.

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## OUR NEIGHBORS.

[Marinette Eagle.]

–A party of men under the charge of **Mr. Dow** are [*sic – is*] at work **improving the Menominee river**, at the **Little Quinnesec falls**. **Wing dams** will be built so as to confine the water to a narrow channel, and some rocks, at present a hindrance to log driving, will be blasted out. [Menominee Herald.]

–**Mr. Buell** has decided to **erect a handsome brick building at Quinnesec** a few doors north of the post office, the lower story of which will be used for a **bank**. It will be in charge of a gentleman experienced in the business. The upper story will be used for an **Odd Fellows Hall**.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 36 [Saturday, August 9, 1879], page 2, column 3

## [Menominee Range.]

–We neglected to mention last week that **Capt. Whitehead**, of the **Vulcan House**, **Vulcan**, was running a 'bus line between **Vulcan and Quinnesec**.

–**Mr. J.L. Buell** has sold the option of a lease of what is known as the **Walpole property** to the **Menominee Mining Co.** for the consideration of \$11,000. The property is said to be one of the most valuable on the range. [NOTE: **The Walpole Mine was located on Pewabic Hill in Iron Mountain.**]

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**ROSE, the photographer, has started a branch establishment at Quinnesec.**

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 36 [Saturday, August 9, 1879], page 3, column 4

## FATAL RAILWAY ACCIDENT.

On Saturday, the 2d inst., the **Quinnesec accommodation train on the M.R. rail way**, **Conductor Van Dyke**, had some switching to do at **Hermansville**. In the discharge of his duties it became **necessary for one of the brakemen to board the moving train**, which he did by catching the side ladder of the end car as it passed him and climbing to the roof of the car. Just as he reached the roof and straightened up to step upon it, his feet being still upon the side ladder and his hand-grip loosed, the "slack of the train" was taken up with a slight jerk, and the unfortunate man was thrown upon the road in front of the still moving car and **instantly killed**, the wheels passing over his head and of course crushing it; one leg was also

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crushed. The name of the man was **Frederick Roberts**. He had been in the employ of the rail way company since the opening of navigation, and had proved himself a sober, careful, railroad man, while his associates and acquaintances speak of him as an estimable person in other relations of life. The remains were forwarded to the residence of his parents at Sheboygan, Wis.

While the loss of life is to be mourned, it is but proper to say that the accident was one for which no one, not even the deceased himself, was in fault; was one of those occurrences inseparable from the railway service, to which the careful man, the man of experience, is as liable as a green hand.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 37 [Saturday, August 16, 1879], page 2, column 3

## [Menominee Range.]

–The **Emmett mine** is shipping about 170 tons of ore per day.

–The **Vulcan mine** is now turning out about 400 tons of ore per day.

–The **Emmett Mining Co.** has taken charge of the **Breen mine** and commenced work there.

–A **bank in Quinnesec!** Only two years old and about to have a bank established. Just think of it.

–**Rumored that D.L. Andrews has struck it big west of the Emmett mine**, and has a vein of good ore over 50 feet in width.

–It is with pleasure and gratification that we are prepared to announce to our

readers, and the public generally, that the **Menominee Range** will be enlarged within the next sixty days.

–**Jos. Reilly**, a **conductor on one of the ore trains**, has a **pet owl**, which rides on his caboose a good share of the time. On Thursday last, as the train was passing a woodpile, the owl attempted to drop from the top of the caboose to the guard rail around the platform, but missed his guess, and landed on the side of the railroad. The next morning when the train arrived at that particular spot, the owl, who had been roosting on the wood pile all night, recognized it, and soon occupied his old quarters on the caboose again.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 43 [Saturday, September 27, 1879], page 2, column 2

AN **unknown man**, having the appearance of a laborer, was **found drowned in the Little Cedar river, at Hermansville**, on Tuesday. It is not known how he came to his death, but is supposed that he fell off or through the railroad bridge.

**SWAN OLESON was drunk and John Morrison was drunk.** Swan Oleson was quiet and sleepy, John Morrison was unquiet and savage. **Swan Oleson is short an ear and fragments of cheek and nose which John Morrison bit off and ate.** Aall [*sic – All*] at Quinnesec on Sunday.

**THE boarding house and office of O'Callaghan's mill, near Norway, were burned on Wednesday morning.** We did not learn how the fire originated. Some of the mill hands lost clothing and small sums of money in the house, and **Mr.**

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[Compiled and Transcribed by William J. Cummings]

O'Callaghan's loss on buildings and furniture is about \$1,000. No insurance.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 43 [Saturday, September 27, 1879], page 2, column 2

## "RANGE" ITEMS.

**QUINNESEC**, Sept. 24.

[A volunteer correspondent sends us the following items from the Menominee range. Come again, Jeems:]

–**The woods are full of explorers, and you run across test pits in almost every direction.** Considerable mining property is changing hands, and some very fine strikes have been made.

–**Norway has already twelve buildings, seven of them business houses.** Robinson, of Marinette, is building one hotel and Thomas Hay another. A large livery stable is going up. A depot will be built there, as it is bound to be a large business point. C.L. Wendell, the proprietor, has built him a neat residence, and is busy improving the town by grading streets, etc. A number of other buildings are in contemplation. **Twenty lots were sold last week to parties intending to build.**

–**Quinnesec is improving rapidly.** Hon. J.L. Buell is going to build a large two-story building on a prominent corner of the main street. It will be 50x90 on the ground, divided into two rooms below, one of which will be a store and the other a bank, with a hall overhead. Mr. Buell has offered to give four lots and \$500 to the Catholic church to build an

educational institution. The **Sisters of Charity** are soliciting additional subscriptions, and are very successful. The first building will be brick, to cost \$4,000 or \$5,000. **The railroad from here west will be commenced this week.** The contract of grading five miles was let to **Mr. Conro**, of the **Menominee Mining Co.** It will open up four or five new mines, and business here will be red-hot while it is building.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 44 [Saturday, October 4, 1879], page 2, column 4

## [Menominee Range.]

–The **diamond drill** still keeps at work boring for the **Quinnesec vein**, and has now reached a depth of about 675 feet; are still boring in limestone.

–**Work on the extension of the railroad west of this place commenced Monday.** Men have been arriving for the past few days, and are strung along the line for a distance of two or three miles.

–**Active explorations are in progress on sections 17, 20, 21, 25, 30, 31, 32 and 33, 40-30, sections 17 and 21, 39-28, section 18, 40—31, and section 2, 39-30; and in every case with good prospects.**

–The brute who has been sending **obscene letters through the mail** to a respectable lady of this place should be ham-strung. It is a State prison offense, and we understand that efforts are being made to trace up the offender, who, if he has a name, does not use it. If discovered, he will be prosecuted to the full extent of the law.

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

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–The **Menominee River Lumber Co.** are [*sic – is*] locating their camps somewhat earlier this year than usual, on account of the long hauls. They are putting in four camps on the **Sturgeon river**, one at **Hay creek**, one at **Hamilton creek**, one at **Quinnesec**, one at **Week's landing**, and three at Chalk hill.

–"We are bound to have order in **Norway**," says **Mr. C.L. Wendel**, "if we have to appoint every business man in town a constable." Let those rowdies and roughs who have been in the habit of raising little h–ail Columbia around the town take warning.

## [Menominee Herald.]

–A **house of ill fame was burned at Quinnesec** on Friday night last. The fire was incendiary, and the party who started it was arrested and fined \$5 for assault and battery.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 44 [Saturday, October 4, 1879], page 3, column 3

WE visited **Norway, the new town**, lately, i.e., on Sunday last (we may as well be explicit), and found it buzzing like a bee hive. **Mr. Wendel's residence** is so nearly completed that he occupies a portion of it. **Mr. Kimball's drug store** is completed and the stock in place. The **foundations for the new hotel are laid**, as are also those of a **large general store to be occupied by Johnston & Co.** **Crane & McElroy** are in their building. **Four saloons are open.** A **milliner's store** is enclosed, and will be occupied soon. **Harteau & Bebeau** will

open a stock of goods there on the 15th of October, in a store which **Bennett** contracts to have ready by that time, although at the time of our visit only the sills were on the ground, and the ground had yet to be broken for the cellar. They will soon have a **rail road [*sic – railroad*] station** and a **postoffice [*sic – post office*]**, though **Mr. Wendel**, the projector and proprietor of the town, promises nothing, saying only: "When the place does business enough with the railroad to make a station necessary, it will be built; when a postoffice [*sic – postoffice*] is needed and asked for, it will be established. The railroad company wants business, and the postoffice [*sic – post office*] department revenue; that is your guarantee. Neither the railroad nor the postoffice [*sic – post office*] is interested in or jealous of new towns." Norway will grow.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 47 [Saturday, October 25, 1879], page 3, column 4

WE made a short visit to "the range" this week, but found little to remark that is not already known to our readers. **Quinnesec** grows, and must grow, as long as Menominee ores are in demand at present prices. The **hotel enlargement** is so far completed as to be in use, the **opera house building** begins to show above ground, **Barclay is in his new stable**, and **a dozen new houses are up and occupied.** Every man, boy and animal is busy, and others are constantly arriving. The **woods are full of explorers**, and all are hopeful and happy. **Norway** makes rapid progress. There are now **three concerns with stocks of general**

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merchandize [sic – merchandise]: Johnston Bros. & Co., Crane & McElroy, and Harteau, Bebeau & Co. (Jas. F. Atkinson in charge); Kimball, drugs; Robinson, hotel; Anderson & Co., hardware and stoves; Hay, restaurant; Krouse, boots and shoes; Miss Vaughn, milliner; Roberts, livery stable; and four or five saloons. There is plenty of pluck and energy displayed in the little burg, and if it does not overtake **Quinnesec**, in point of population and trade, it will not be for want of trying. **Vulcan** holds its own; but we noticed one thing only of which to make an item, viz: that the present prices of ore had the company to hauling the stock pile from the **No. 1 pit**, in carts, to the branch, for shipment. It is stated, we know not upon what authority, that the shipments of the **Menominee Mining Company** for the season, to date, aggregate over 200,000 tons, which would make the total shipments from the district 250,000 tons, or more.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 47 [Saturday, October 25, 1879], page 3, column 3

ON the 14th instant, at an **exploring camp two miles east of Vulcan**, there **died, of diphtheria**, after an illness of only twenty-four hours, **John Cook**, a native of New York, about 22 or 23 years of age. He was in the employ of **Hamilton & Merriman**. He had, we are informed, no medical attendance, and was **hastily buried beside the railroad track near the camp**.

**O'CALLAGHAN'S store**, kept chiefly for the supply of his force at the mill and in camps, has this week been **removed to**

the mill location near Norway. John is furnishing piles and sawed timber and lumber for the **new ore dock**, a job which is big enough to give all our mill men a share.

**JAS. F. ATKINSON**, late of the **IRON PORT**, was in town on Sunday and Monday. He will open a stock of goods (in company with **Harteau & Bebeau**, of **Quinnesec**,) at **Norway**, at once, if indeed he has not done so before now.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 51 [Saturday, November 22, 1879], page 2, column 4

## [Menominee Range.]

–The **Curry** is expected to ship 30,000 tons next season.

–The **Quinnesec mine** is to be lighted by the **Brush electric light**, soon.

–The **Cornell mine** looks better with each day's work. It is undoubtedly a big thing.

–The **new town west of this place, near the Chapin mine, is to be called Iron Mountain City**.

–The ore from the **Stephenson mine** has been tested in the **Champion furnace**, and makes No. 1 iron.

–At the **Chapin mine**, **Michael Schendler** and **Martin Clump** quarreled, and **Martin used his knife**, but not with fatal effect.

–The **new hotel at Norway** will undoubtedly change hands this week. Negotiations are now pending looking to such a result.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume XI, Number 1

# MENOMINEE RANGE HISTORY – BUILDING THE MENOMINEE RANGE RAILROAD AND EARLY DEVELOPMENT

FROM THE COLUMNS OF *THE ESCANABA TRIBUNE*, *THE IRON PORT* AND *THE  
MINING JOURNAL* (FEBRUARY 22, 1873 – DECEMBER 6, 1879)

*[Compiled and Transcribed by William J. Cummings]*

[Saturday, December 6, 1879], page 3,  
column 4

THE **winter schedule of the C. & N.W.** goes into effect to-morrow, Sunday. Except that the ore trains are withdrawn, the changes affecting Escanaba are slight. The up passenger is due at 11:29 a.m., the down passenger at 3:30 p.m., the **Quinnesec accommodation** leaves at 7:40 a.m. and arrives at 7:45 p.m. A passenger train is put upon the **M.R.R.R.**, which leaves **Quinnesec** at 9:12 a.m. to connect with the up passenger at the junction, and returns, arriving at **Quinnesec** at 11:54 a.m.; leaves again at 3:12 p.m., connects with the down passenger and arrives at **Quinnesec** at 6:02 p.m. The range is well served on the new table.

THE **C. & N.W. Railway Company** has determined **upon pushing westward its Menominee river branch**, so as to open the iron district in Wisconsin, of which the **Commonwealth location** is the best known, if not the central, *[sic]* point. The contractor now engaged in preparing the road bed for the five mile extension beyond **Quinnesec**, **Mr. Conro**, has undertaken an additional eleven miles, *whhic [sic - which]* will take the road to the **Commonwealth**. With that district opened up, and the **Felch mountain lands developed**, the product of the **Menominee range** will not fall far short, if it does not finally exceed, that of the **Marquette range**.