

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume IV, Number 37 [Saturday, August 16, 1873], supplement, page 1, columns 1-3

## The Iron Fields of Menominee Co.

Col. B.F. H. Lynn, editor of the *Marquette Mining Journal*[,] has lately made a minute examination of the new and old iron discoveries in the **Menominee Range**, and has pronounced at least a portion to be of great value, and equal both as regards quantity and quality, to the mines in the Lake Superior country. It was our intention to copy the Colonel's article in reference to the matter; but our exchange containing it having been made way with by certain hangers-on, to be found about all printing offices, we are unable, now that we want to, to make use of the article, so we content ourselves with the following extracts from the correspondence of the *Milwaukee Sentinel*:

The **Lake Superior iron region** has been pretty thoroughly explored as the ridge which divides the waters which flow into Superior from those that flows [*sic*] into Green Bay and Lake Michigan; and the country lying north of this ridge includes nearly all of that popularly classed as the **iron fields of the Upper Peninsula of Michigan**. In the minds of a few, however, there has long been an impression that south of this ridge, in the space of country extending to the **Menominee river**, the boundary line between Michigan and Wisconsin and, indeed, in Wisconsin there are immense beds of iron ore equal in extent and richness to those of the Superior side of the water-shed. Reasonable ground for this belief was formed in the discovery of what is known as little **Sturgeon Falls mine**, in 1867, at a point about 28 miles from the mouth of **Deer Creek**, a small

stream falling into Green Bay. The ores taken from this mine, near the surface of the ground, and submitted to analysis, gave 60 per cent of metallic [*sic – metallic*] iron. This test was repeated some time in the summer of 1870 with a similar result, and about the same time a deposit of marble or granite was found in the vicinity. The existence [*sic – existence*] of the marble had been known for some years, but its extent was only a matter of conjecture. It is now known that almost inexhaustible [*sic – inexhaustible*] quantities of it are there, and so situated as to be easily quarried so soon as means of conveying it to market are supplied. Whether [*sic – Whether*] it will be useful for the obvious purposes to which told, but a high authority has already asserted no other building stone in America equals it.

The **Breen mine**, about which much has been said, lies about two miles east of **Little Sturgeon Falls mine**. It presents on one side of a high ridge a solid wall of iron ore from 30 to 50 feet in perpendicular height. The ridge is a quarter of a mile wide at its base, and from 50 to 100 feet at its crown. On the crown where trees have been unrooted [*sic – uprooted*] by the wind the roots have lifted the thin layer of earth covering the ore and shown that the ridge is almost solid iron. If anything may be judged safely from the history of mines, it is that the depth of this deposit is much greater than its height.

The **Breitung mine** is about seven miles west of the **Breen mine**, is under control of the **Milwaukee Iron company**. It gives a good promise. A vein of soft blue hematite ore has been exposed a distance of 450 feet to a point where its width reaches 90 feet. Specular ore is the article required, however, and of that an immense deposit has been found which works 40 per cent of iron, but is not yet as rich as it will probably prove when pushed a little farther.

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The **Quinnisec** [*sic – Quinnesec*] mine, still five miles further west, is attracting attention just now. It is in the hands of citizens of Menominee, who are developing its extent and quality as fast as possible. The exposure is on a southern and eastern slope, and trenches have been cut across the veins at right angles, exposing first, a vein of brown hematite, which I am assured by **Col. Lyon**, of the *Marquette Mining Journal*, is not excelled by any in the country. A fair quality of red specular ore has also been found, and work is now progressing for the further development of it.

In a space of eighteen miles north by fifteen west from the the [*sic*] **Breen mine** -- which is the nearest to the bay shore -- there are fourteen mines having distinct outcroppings [*sic – outcroppings*], and on which special examinations have been made quite to the satisfaction and often to the surprise of iron men. This includes no reference to numerous fainter appearances where no work has been done. In fact little has yet been accomplished in comparison with the extent of the field to be explored. From Green Bay to the mines in [*sic - is*] all a dense forest, and few roads are yet provided for the accommodation of the work. Until recently it was necessary for all explorers to carry, [*sic*] in their stores on their backs; but the impetns [*sic – impetus*] received from this summer's operations will soon clear away these hindrances. One may readily foresee the iron horse packing in supplies and packing out boundless wealth of iron, for such deposits as exist here cannot fail to create of industries fully equal to that which has grown up since 1856 on the north shore of the peninsula. Immense forests of timber extends [*sic - extend*] on each side of the Menominee and on all its branches through to Lake Michigammi [*sic – Michigamme*] and furnish inexhaustable [*sic – inexhaustible*] supplies

for shipments and for charcoal. Indeed, this whole district is composed within the comparatively unexplored portion of the peninsula, and only enough is known of to give assurance that it holds a wealth beyond the most daring guess made concerning it.

The iron fields of which this forms a part reaches through to Lake Superior; or in other words, the **Menominee iron mines** are only a southern outcrop of the **Superior mines**. They have already been followed north to Lake Michigammi [*sic – Michigamme*], and are found without digging to be sufficiently distinct to warrant that belief.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VI, Number 16 [Saturday, March 27, 1875], page 2, column 3

## Land Grants.

*Editor Tribune:* – I wish to call the situation of the people of **Delta County** to a bill now before the **Michigan legislature**. It is for a grant of land, ten sections per mile, for a rail road from Escanaba to the **Menominee Iron Range**. When the extension was built from Menominee here it was run north from Menominee until it was west of here about twenty-four miles distant and then turned and run east to this place. A line was then surveyed from that point westerly to the Menominee Iron Range and the line cleared out. Examinations were made of the iron and it was found that it was not of the kind that would answer for shipment to the eastern market but must be used in furnaces near home and sent to market in the shape of pig iron. At that time furnaces were being built along the line of the Northwestern road at different points as far as Milwaukee and Chicago which have

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since been completed at Menominee, Green Bay, Depere [*sic – De Pere*], Appleton, Fond du Lac, Milwaukee and Chicago, and there are numerous locations along the line for others – at Spaulding and at the stations between there and Menominee, also at Peshtigo, Oconto, Pensaukee, Swamico [*sic – Suamico*] &c., &c. Further investigation of the Menominee Iron Range has shown that all of the [*ore of the*] southern part of that Iron Range although of no use for shipment was very easily converted into pig, and last summer and fall a company was formed who purchased interests in those iron mines and made arrangements with the Rail Road Company, by which they agreed to build this branch and then turn it over to the Rail Road Company who were to stock it and pay for it in freight in bringing out the iron to the furnaces as they are now built and will be built from the mines to Milwaukee along the present line of the road at each place as charcoal can be found in sufficient quantities. These arrangements were all completed and no grant of land had been thought of any more than was thought of in building the **Smith Mine branch**, the **Mineral Range Branch** or any other of the numerous branches built to the different mines, nor is there any more road to be built to reach the mines now open on the Menominee Iron Range, than was built to reach the **Cascade and Smith mines**, and after that every three miles of road opens a new mine, and in many instances a much shorter distance. Now why would we pay for this road in land any more than the roads built to other mines? The **Fayette Furnace** in our own county has built over one-half of the amount of road that is required to reach the **Breen Mine**, and is equiped [*sic – equipped*] and passengers are carried on it every day and no fare collected upon it, and still no grant was made to them nor did they ask for it.

Now, the bill, to give it the appearance of being a new road instead of a branch, commences for the “construction of a line of rail road from Escanaba in the County of Delta, northwesterly, through the Menominee Iron Range,” &c., and then in the same section goes on to say that the aid in the construction of “portions of such railroad” and there is a proviso in the same section that reads “Provided that no land shall be granted to said railroad or portion of railroad now built.”

Now, what is the portion of the railroad now built if not the road from here to Spalding [*sic – Spaulding*], and the grant is to build that branch and the claim of the road from “Escanaba to the Menominee Iron Range” as merely to disguise the said intents and purposes of the bill. But these are not the worst features of the bill. Sec. 4 reads, “All lands granted by this act to aid in the construction of said line of railroad shall be and are exempt from all taxation whatsoever until the same shall have been sold and conveyed by said railroad company, its successors or assigns to which the same shall have been conveyed from time to time by patents for the construction of said line of road pursuant to the provisions of this act.” Now, if that is constitutional then it forms the greatest land monopoly ever created in this world!

THE PEOPLE.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VI, Number 19 [Saturday, April 17, 1875], page 2, column 2

## Give us Another.

Under this heading the *Marquette Journal* has the following in regard to the building of the **proposed railway** from the

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**Menominee iron mines** to a point in connection with the **C. & N.W. R'y.**

"We are not selfish as we have received from the present legislature all that was asked for the building of a railroad in which we felt a special local interest. We are not comorants, and have nothing more in this line to ask for as far as **Marquette county** is concerned. But there is a bill pending in the legislature, making a grant of lands to aid in the construction of a railroad from a point on the **Peninsula division of the Chicago & Northwestern** to the north line of **Menominee county**. The necessity for the construction of such a road must be apparent to all who are acquainted with the wants of this region. It is wanted as an outlet for the ores of the **Menominee iron range**, of the very great value of which there can no longer be a doubt. Without such a road, the development of the iron deposits of the Menominee is simply impossible. With it, and a recurrence of good times, we shall see a repetition of the history of the development of the iron resources of Marquette county. All the really valuable state lands in that locality -- those believed to contain iron, have been disposed of. The remainder are [*sic – is*] now and will remain valueless and unproductive to the state until a road is built which will make them available for farming purposes, and for fuel with which to feed the blast furnaces that are certain to follow in the wake of railway communication. The road in question, if built, will open up and develop an at present inaccessible region, and make it pay tribute to the coffers of the state. The bill provides for a grant of seven sections to the mile, without exemption from taxation, and with the aid proposed the road is certain to be built the coming season. As soon as earned the lands will be taxable, while without it they are valueless, and pay no tax whatever. We cannot think of any other piece of legislation that is calculated

to do more for the development of the great mineral wealth of this section, and most earnestly hope that the bill may pass."

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VI, Number 20 [Saturday, April 24, 1875], page 2, column 3

## **Aid Voted to the Menominee Iron Range Rail Road.**

Bills for granting lands to new railroads occupied the attention of the **House** most of the forenoon. The first was Mr. **F.O. Clark's** bill for aid in building a road from **Escanaba** through the **Menominee Iron Range**. The bill grants to the **Menominee River Railroad Company** seven sections of swamp land per mile, for the construction of a road from Escanaba to the **Michigamme River**, and lands to be selected from the vacant and reserved swamp lands in **Menominee** and **Delta** counties. The company must construct 10 miles a year of road, and the lands are exempt from taxation for five years.

Mr. F.O. Clark said that the members of the Legislature from the Upper Peninsula united in asking this grant. The swamp lands in that section were given for the purpose of drainage and reclamation, and they would be much more effectively used for the improvement of the country if given in aid of railroads than if given to wagon roads. The inhabitants of Menominee and Delta wanted the lands in those counties for their own railroad, as those in **Chippewa**, **Schoolcraft** and **Marquette** counties had been given for a railroad through those counties. Such lands had heretofore been granted to aid in building wagon roads which were of comparatively little value, as they were not permanent improvements. Now the people desired that the remainder

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should be devoted to railroads, and petition after petition had come in for that purpose. This road would open up the largest undeveloped wealth that existed in any portion of the State, and would add immensely to the revenues of the State by the specific taxes which it would return on the railroad traffic and mining operations. Within four years from the completion of the road this region would ship half as much iron ore as comes now from the Marquette range, and the State would then receive more from the specific taxes than it could from the sale of the lands. This road, too, would be a permanent improvement, would draw capital from abroad, and would furnish a market for the produce of **Southern Michigan**. The working of the mines would make a market for \$750,000 worth of produce annually, much of which would come from the **Lower Peninsula**, by way of the **Petowsky** [*sic – Petoskey*] route.

Mr. **Goodyear** hoped the bill would pass, as the road would open up a new section and increase the resources of the State. –Detroit Post.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VI, Number 21 [Saturday, May 1, 1875], page 2, column 3

## Railroad Bill.

The following is the Bill introduced by **Hon. F.O. Clark** to promote the early construction of a railroad through the **Menominee Iron Range**.

Section 1. The People of the State of Michigan enact, That for the purpose of encouraging the early construction of a line of railroad from **Escanaba**, in the **County of Delta**, westerly by way of **Spaulding** thence northwesterly through the **Menominee Iron Range** as far west and

south as section thirty-four, town forty north, of range thirty west, and from thence to the **Michigamme river**, and for the purpose of drainage and reclamation, the State hereby grants to the **Menominee River Railroad Company**, to aid in the construction of portions of such railroad on the line aforesaid, to the extent of seven sections of the swamplands belonging to this State per mile of said railroad to be so constructed, to be selected from the vacant and unreserved State swamp lands belonging to this State, in any portion of portions of the counties of **Menominee** and **Delta**, for the construction of that portion of said railroad from Escanaba, Delta county, to the north line of said Menominee county, and for the construction of said railroad from said north line of Menominee county to the Michigamme river, to be selected from the vacant and unreserved State swamp lands belonging to this State, still remaining vacant and unreserved in the counties of Menominee and Delta aforesaid; but the title of the same shall not vest in said company except as their railroad progress. Should said railroad company, accepting the provisions of this act, its successors or assigns, fail to construct ten consecutive miles of their line of road within one year from the passage of this act, and ten miles of railroad each year thereafter, then all grants of land herein made for that portion of the line of railroad not completed shall revert to the people of this State. Provided, however, That if said railroad company shall, in any one year, construct more than ten miles of road hereinbefore provided for, the excess over said ten miles shall be credited to said company on account of the amount of road required to be built by it in the next succeeding year or years, and said company shall be entitled to receive, of the lands hereby granted, an amount equivalent to seven sections of land for each mile of road so actually constructed.

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Provided, That no lands shall be granted to said railroad company for any railroad or portion of railroad now built.

Sec. 2. As soon as said railroad company, accepting the provisions of this act, shall actually survey and adopt their line of railroad or any part of parts thereof on the route indicated, they shall deposit from time to time a plat or plats thereof in the office of Secretary of State, and a plat or plats thereof with the commissioner of the land office, it shall be the duty of such commissioner, upon the passage of this act and the acceptance of the provisions thereof by said company, as in this act provided, to withdraw from sale all the vacant and unreserved swamp lands that belong to this State in the counties of Menominee and Delta, until such railroad company, accepting the provisions of this act, shall have filed with the commissioners of the land office, a list of the said swamp lands so selected by it for the construction of its line of road; Provided, Said list of said lands shall have been so filed with the commissioner of the land office within one year from the date of the deposit of the plat of its said line of railroad with said commissioner of the land office.

Sec. 3. On the list of said swamp lands so selected by said railroad company be filed with the commissioner of the land office, as aforesaid, it shall be his duty to withdraw from sale the swamp lands embraced in said list to the extent and amount of seven sections per mile of the whole of said line of railroad so proposed to be constructed by said railroad company, to be disposed of according to the provisions of this act; and to restore all the swamp lands belonging to this State within said limits so remaining unselected by said railroad company to the same condition they were in before said withdrawal from sale, for the purpose of sale or entry.

Sec. 4. All lands granted by this act to and in the construction of said line of railroad shall be and are exempt from all taxation whatsoever for five years from and after the date of this grant.

Sec. 5. Before any lands shall be conveyed under the provisions of this act, by the Governor, he shall personally, or by some authorized agent, examine each section of ten miles or more of completed railroad, and if, after full examination, he shall approve of the construction of said ten miles or more of railroad, as in section one of this act provided, it shall be his duty to certify the same to the commissioner of the State land office, and patents shall be issued to the railroad company constructing ten miles or more of road, by the Governor, for the lands, as provided in this act, and so on continuously for each division of ten miles or more of road actually constructed, until the completion of said line of railroad.

Sec. 6. Upon the filing of said company in the office of Secretary of State, of a notification of its acceptance of the provisions of this act, the same shall thereupon become obligatory upon the State as well as upon said company; Provided, that said notification shall be given within sixty days from and after the passage of this act.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 6 [Saturday, January 15, 1876], page 3, column 5

## **Menominee Journal.**

The second number of the *Menominee Journal*, under the editorial charge and proprietorship of **Hon. John L. Buell**, has been received at this office, and promises fair to become one of the leading papers of this section of country. It will be Republican

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in politics and the editor states in his introductory his intention to deal right and justly with all men and corporations, favors the ten hour system of labor, is opposed to the division of the school fund or the application of any portion of it for the support of sectarian schools, and the exemption from taxation of any property except cemeteries, and favors constitutional amendments directing such taxation, and is in favor of tariff on iron and lumber.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 13 [Saturday, March 4, 1876], page 2, column 3

## Menominee Range Railroad.

Editor **Buell**, of the **Menominee Journal**, in the last issue of that paper, gives the reasons, (as he understands them) why the road named above has not been commenced. His article is well worthy of perusal and we give it entire.

“This railroad project supported by a grant of land worth \$4500000 [\$4,500,000], which expires May 3rd of this year, is not going to be carried out. Why? The capital stock of the **Menominee Range Railroad company**, \$500,000, to secure the construction of this branch, was paid in, except \$50,000 last fall. The condition of the subscriptions was such that no subscriptions was [*sic - were*] to have effect until the full amount of the stock was subscribed.

**H.H. Porter** of Chicago, was the delinquent. How and in what respect? Under the panic of '73, and the repeated and disastrous failures in the east last year, and by reason of the want of confidence in western railroad securities brought about by the “Granger invasion,” Mr. Porter found it necessary to attempt the negotiation of his

pine interest on the Menominee in order to perfect the construction of this branch. He therefore made a proposition to sell to the six lumber corporations on the Menominee, 50,000 of pine stumpage owned by him, or the corporation which he represented, at one dollar per thousand feet on the stump. We don't think this was an unreasonable figure. We are disposed to believe, that considering the great advantages which would accrue to the lumber corporations, it was in effect a gift, for the property was worth to a dollar and cent the price at which it was offered at. A portion of our corporations went in and expressed their disposition to perfect the arrangement. The corporations who held back, and defeated the opening up of the **Menominee Iron Range** were “The **Ludington, Wells & Van Schiak** [*sic - Schiack*] Co., The **N. Ludington Co.**, and the **H. Witbeck Co.**” The representatives of these corporations on the Menominee will be telling the people between this time and the spring election that they are studying and nursing the interests of Menominee county and the towns at the mouth of the river. The **M.R.L. Co.** saw that they could draw ore from the Menominee Iron Range, and manufacture pig iron from the refuse of its mills at a favorable profit, and its president, acting upon this theory[,] was prominent in his efforts to bring about this timber negotiation. If the representatives of the corporations who defeated the construction of this road have anything to say the columns of this paper are open for their apologies. The history is not yet complete.”

## LATER.

Since the above was in type we have learned that arrangements are being perfected to commence operations on the road as soon as the snow goes off, and if possible build the first ten miles of the road before the 4th of May, that being the time of the expiration of the land grant. Whether

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this can be accomplished however is rather doubtful [*sic – doubtful*], but in case it should not be done, a petition or memorial, directed to the President and Directors of the **Menominee Iron Range railway**, urging them to go on with the work, and in case they finished the road to the **Quinnesaik** [*sic – Quinnesec*] **mine** (a distance of 25 miles) before the close of navigation, that they would use every effort in their power to have the **State Legislature** extend the time of their land grant. The paper has been generally signed by the people of **Marquette** and our own town. It is barely possible that the officers of the road may be able to complete the first 10 miles of the road before the 4th of May, and then they would have fulfilled the terms of their contract, which would make any interference on the part of the Legislature unnecessary.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 14 [Saturday, March 11, 1876], page 3, column 4

## A Menominee Landmark Gone.

A week ago last Sunday morning the **first frame house** ever built upon the Menominee river was destroyed by fire. The *Herald* says of it, that it was first erected in 1835, and occupied the ground near the present location of the **N. Ludington Co.'s boarding house**. It was constructed by parties from Green Bay for the **Methodist Society**, and used as a **Mission House** for a year, when it was purchased by **Farnsworth & Bush** and remained unoccupied for a few years. In 1840 it passed into the hands of **Farnsworth & McLeod**, when it was taken down and re-built on the sight [*sic – site*] where it was burned. It was occupied by

Mr. Farnsworth until 1843, at which time it was purchased by **Dr. Hall**, and has remained in the family ever since. At the time of the fire it was occupied by Mr. **Henry Bently**.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 22 [Saturday, May 6, 1876], page 2, column 2

The prospects for a fair **shipment of ore** from this port this season are beginning to look a little more favorable. The **Milwaukee Iron Co.**, and **North Chicago Rolling Mill Company** have a contract with the owners of the **Props. Baldwin and Owen** and their barges to transport 100,000 tons of ore to these two companies. The **South Chicago Rolling Mill** has three vessels under a season's contract to transport ore for them. The **Cleveland Rolling Mill Co.** are quite confident that they will ship at least 30,000 tons by this route. Besides these, the **Bangor furnace** at St. Joseph, the **Leland**, the **Frankfort**, and the **Green Bay**, and **Depere** [*sic – De Pere*] furnaces will need a large amount of iron. The inactivity among furnace men throughout Pennsylvania and Ohio of course will affect the shipments during the early part of the season and we can only hope that there may be a revival of business in that section in the course of a few months.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 27 [Saturday, June 10, 1876], page 2, column 3

## Railroad Election.

The stockholders of the **C. & N.W. R.R.** and its branches held their annual meeting

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on the first day of the month in Chicago. As the fiscal year of the road ended on that day, the Directors were unable to make their report. They claim a large increase of business during the year. The Directors of the main line number eighteen, six being elected every year. The election for Directors resulted in the re-election of the outgoing six. They are **A.G. Dulman, Charles R. Marvin, R.P. Flower, M.L. Sykes, Jr., H.H. Potter,** and **Albert Keep.**

At a subsequent meeting of the Directors the following officers were re-elected: –President, **Albert Keep**; Vice President, Secretary and Treasurer, **M.L. Sykes, Jr.**, of New York; Assistant Secretary, and Assistant Treasurer at New York, **S.O. Howe**; Assistant Secretary, at Chicago, **J.B. Redfield**; Executive Committee, **Albert Keep, M.L. Sykes, John F. Tracy, A.G. Dulman** and **H.H. Potter.** This result is somewhat unexpected it having been generally supposed that the **Jay Gould** and **Sidney Dillon** faction of New York had secured enough stock to obtain control, in which event a general and sweeping change would have probably been made in the management. This last election settles the business for a while. On the same day the same parties were elected directors and officers of the following named roads, all operated under the management of the Chicago and Northwester, viz. The **Elgin and State Line; La Crosse, Trempeleay, and Prescott; Winona and St. Peter; State Line and Union;** and the **Chicago and Milwaukee.**

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VII, Number 41 [Saturday, September 16, 1876], page 2, columns 2-3

## ESCANABA.

Escanaba, has one of the best, if not the very best harbor on the whole chain of Lakes. It is accessible in all weathers and to demonstrate that, it is used every season as a port of refuge. It is absolutely safe from all storms and of capacity sufficient to accommodate the entire tonnage of the lakes. It is very easy of approach, and has a broad ample entrance of three miles in width, with a depth of water sufficient, [*sic*] to float any kind of vessel. The largest ocean craft can land at our docks with ease and safety. This port is very centrally located. It is nearer on the great water route to the East than Chicago by 300 miles, than Milwaukee by 200 miles, than Green Bay by 100 miles, and is undoubtedly destined by its natural advantages to be the great shipping point on Lake Michigan, for the fast increasing growth of grain in Northwestern Wisconsin, and the great wheat producing State of Minnesota.

It is also from its position, [*sic*] destined to be the natural outlet for the shipment of the largest quantity of iron ore. In regard to that mineral, Escanaba is surrounded by an almost continuous belt of vast deposits; from the **Menominee River Range** southwest of us to the immense bodies of ore around **Negaunee** and **Ishpeming** in the North. The market for which is Southernly and Easterly. [*sic*] It would seem as though nature when filling this vast mineral store house adjacent [*sic* – *adjacent*], had also the object in view of a grand central point of shipment while planning and forming this magnificent harbor.

## ORE DOCKS.

For the convenience of handling and shipping this ore we have already two of the largest ore docks in the world, which have been erected by the **Chicago and Northwestern Railway company** at a cost of \$250,000. These docks of themselves

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are well worth a visit to our city. They are 1200 and 1000 feet long respectively. The height above the water is 36 and 38 feet. On the top of each is laid 3 railway tracks. The total storage room in both is 24,000 tons. Twenty-five vessels can be loaded every 12 hours. A vessel carrying 1500 tons can be loaded in 2 1/2 hours. The amount of timber used in their construction was about 15,000,000 feet.

## **SHIPPING.**

It is a beautiful sight to see this splendid harbor thronged with shipping, – some loading some coming in and others going out deeply loaded. The utmost activity generally prevails, as each vessel is anxious to to [sic] obtain her cargo as quickly as possible and return. Very seldom is the assistance of a tug required to tow the shipping in and out as there is ample room for a vessel to beat either way in almost all kinds of weather.

## **FURNACE AND IRON WORKS.**

From its unsurpassed harbor and its peculiar location with reference to the iron deposits it becomes of necessity one of the finest[,] best and most convenient places for the location of furnaces, rolling mills, large foundrys [sic – foundries], nail-works, machine shops and other similar industries as we have around us almost all the different kinds of iron ore known to exist, and immense bodies of timber in every direction. Limestone for furnace use is plentiful within 4 or 5 miles. We have one furnace already, built at a cost of \$250,000. It is the finest iron furnace on the Upper Peninsula.

## **TIMBER AND FARMS.**

Our country is well timbered. The elevated belts or ridges are almost invariably covered with hard-wood [sic – hardwood] sometimes mixed with pine, which when cleared off makes the best of farming land. The numerous farms already opened indicate that the soil is capable of

producing almost all kinds of grain and vegetables, and is the best agricultural county in the Upper Peninsula.

## **CLIMATE.**

While our nearness to a large body of water renders our summer weather deliciously cool and pleasant, the severity of our winters are tempered by the same cause. We have no colder weather than is experienced 200 miles south of us. The water acting as a regulator in summer and winter. [sic] Our bays are frequently not frozen over, until Christmas, and the gradually cooling water is constantly giving out its store of summer warmth. As Lake Michigan never freezes over, a south wind almost invariably produces a thaw.

## **SUMMER RESORT.**

Owing to our warming summer climate and our attractive surroundings Escanaba is much frequented by parties in pursuit of health and pleasure, who always return much pleased with their visit and with their health invigorated. The sparkling waters of the bay presents [sic – present] one of the finest opportunities for boating, and the forests abound in game. All the streams around us, which are very numerous, are filled with brook trout and the lake and bays abound with white-fish [sic – whitefish], mackinac [sic – Mackinac] trout, muskalouge [sic – muskellunge], and other kinds of fish of a superior quality.

## **TOWN.**

The town of Escanaba, [sic] is beautifully situated on a point of land which divides the waters of Green Bay from those of Little Bay de Noc. The location of the ground is charming and rises in successive plateaus or benches from the shore. It is the county seat of Delta County. We have first class hotels, good schools and libraries and commodious churches. We have every advantage for building up a fine city. No place in the west offers better inducements

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

to the capitalist to obtain ample returns for his investment.

## FARMERS.

To the farmer we would say come and settle around us, where you can raise good crops and have a cash market for your products at home, from 10 to 50 per cent more than you can realize for them in states farther south. You can here purchase cheap lands on which you can raise wheat and oats as cheap and obtain as large a yield as in any of the western states; as a grass growing country this section has no equal. The fine hard wood [*sic – hardwood*] timber on a portion of this land will be a fortune in itself and in a great many cases has paid all the expense of clearing, fencing, and erecting necessary farm buildings. Our country is well watered no less than ten streams dignified by the name of rivers [*which*] empty into our lake shore and bays, besides numerous creeks and rivulets. Nearly all these would, with greater or less expense, furnish excellent water powers, as the flow is generally long[,] constant and equable [*sic - equitable*]. They have in their natural [*sic – natural*] capacity an excellent adaptation to the use of the

## ARTISAN,

the manufacturer of the mechanic. Many of these streams empty into, or close by, admirably sheltered harbors, with deep water close to the shore. On looking over our resources you will find that we have all the elements requisite to make a country rich and prosperous. We want you to come and mould these various openings for profitable investment so as to make them a certain success. We have everything you need; cheap lands, good water-powers, and easy means of transportation. Come and we will welcome you with open hands.

*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 Rail roadology. **Chipe** [*sic – 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 [*the*] 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. Parks** of **Escanaba**, 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. **C. Lipe & Co.** have [*sic – has*] 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 (soft stuff) and as we believe in a hereafter we will close by subscribing ourself as in days of yore.

RACKETTY.

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

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

## Our Correspondence from the Menominee Range Railway.

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, but as we take an interest in the welfare of our fellow-citizens [*sic – 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-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 property.

With a special regard to the editor, we remain, as ever.

RACKETTY.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 24 [Saturday, May 19, 1877], page 3, column 3

Work at the **Breen mine** is progressing rapidly. **Captain Schwarts** [*sic – Schwartz*] with a force of 25 men, [*sic*] has stripped along the main vein, to a distance of 130 feet, which at that point presents a 28 feet [*sic – foot*] face. From this face, across the vein they have uncovered nearly 100 feet, which allowing for the curvature on the surface, would make it about 90 feet in a horizontal line. The width of the vein is not yet ascertained. Docks and side tracks are being built, and buildings for the miners. As soon as the road is completed, a cargo of ore will be shipped to Cleveland.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 25 [Saturday, May 26, 1877], page 3, column 3

## Your Likeness for 35 Cents.

I beg to announce that I have fitted up my Gallery with a set of first-class instruments and propose to do good work or no pay. I will take pictures in any style at prices to suit the times, give me a call and see for yourself. Will open up Monday,

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

April 9th, in **F.O. Clark's Gallery**, opposite  
**W.J. Wallace's hardware store.**  
**JOHN BRAITHWAITE.**

*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**  
[sic – *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  
truck 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.

The new road has up to date seven and  
one-half miles of rail.

Interesting news being scarce, we will  
close. Yours, & c.,

RACKETTY.

*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.**, 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 Station**, distant one mile. The  
petition to the department calls for Miss  
**Carrie Brooks**, as **post mistress**. 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.

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

Truly yours,  
RACKETTY.

*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.**, 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** [*Reagan* – ?], 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.

*Escanaba Tribune*, Escanaba, Delta  
County, Michigan, Volume VIII, Number  
28 [Saturday, June 16, 1877], page 2,  
column 2

## Mining and Furnace News.

The **Menominee Herald** gives the production of the **furnace** at that point, for last week, as 243 tons.

The **Smith mine** commenced operations again last week and are [*sic – is*] now shipping ore. This is gratifying intelligence after a rest of several years.

The **Spurr iron mine** is looking remarkable well and they are landing about 150 tons of ore a day. We shall look for a good record from this mine at the close of the season.

The **Fayette furnace** during the week ending June 9th, turned out 149 1/2 tons of pig iron. The week before, 13 tons. Now that it has fairly got to work, we will expect to soon record big yields again.

At the **Breitung iron mine**, 12 miles west of the **Breen**, work is progressing lively. **Capt. Whitehead** has stripped nearly 100 feet in length along the vein, and has commenced the building of docks, &c. He expects to have everything ready to commence shipping by the time the track reaches him.

The **Breen Iron mine**, 34 miles west of Escanaba, has been pushing operations for the last few weeks, and have [*sic – has*] now got everything ready to ship several train loads of ore each day, if required, as soon as the railroad is completed to that point. Their pocket dock is finished and filled, and an immense face of ore is

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

uncovered along the main vein, sufficient to meet all demands upon them for the present.

**THE COMMONWEALTH.** – **H.A. Tuttle**, Esq., President of the above Company[, ] came down from the mine a few days since. He reports everything progressing satisfactorily there. The vein has been stripped for a distance of 125 feet in length and 30 feet in width and shows well the entire distance. Mr. **Wright** spent some three or four days on the location and appeared to be well pleased with the appearance of the ore. **Capt. Tobin** has been to Lake Superior for his family and to secure another horse and cart to assist in his work. – *Menominee Herald*.

For the following items we are indebted to the Negaunee *Iron Herald*:

The **Smith mine** will ship a 1,000 ton cargo of ore from Escanaba this week, which indicates that business is assuming considerable activity about the mine, work having been commenced thereon Friday last.

On Saturday last five hundred and seventy cars of ore, averaging seven tons each, were dispatched by the **C. & N.W. Company** from the mines to Escanaba. This is the largest number forwarded by the company in a single day since 1873.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 31 [Saturday, July 7, 1877], page 2, column 3

## Our Correspondence from the Menominee Range Railway.

SEC. 42, July 5, 1877.

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.

*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.

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

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 [*sic*], and a genuine dynamite explosion, after which the people were addressed by Mr. **J. Hoose**, 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 [*sic – recuperating*] his health in this place.

The **postoffice** [*sic – 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, 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.

*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 Brooks**. And now we are beginning to feel like a business community.

Yours, &c.  
RACKETTY.

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

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

## 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 tramps, 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** [*sic*] [,] 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 **woodchuck** 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* – **Lake Hanbury**], situated 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, are huge boulders of rock which rise some 40 to 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 of 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**, is seemingly a grand affair, and we opine that it will eclipse anything of the 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.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 37 [Saturday, August 18, 1877], page 2, column 3

We take the following from the *Menominee Herald*:

The **Menominee Mining Company** has taken a lease of the forty acres adjoining the **Breen mine** on the east, and has decided to commence explorations upon it immediately. The property belongs to **Judge Ingalls** and the **Breen Brothers**, and undoubtedly contains the same formation and mineral deposits which are found on the Breen Mine.

The **Menominee Mining Co.**, [*sic*] is very anxious to get an ore train out from the **Breen Mine**, and preparations are being made to effect this as soon as possible, certainly before the close of next week.

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

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

The probability now is, [sic] 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.

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.

*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**, [sic] arrived here Aug. 17th, since then one train a day has been sent in. The **Schr. Our Son**, [The Schooner "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 stream which has commenced to pour in from that range, [sic] 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** [sic – *Spaulding*] has suspended operations owing to the low water and scarcity of logs.

The directors of the **C. & M.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.

*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

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

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

pay day, they sometimes produce scenes that are altogether too lively. The **churches** and **schoolhouses** [*sic* – *school houses*] 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 90 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, [*sic*] 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 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 a 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 [*sic*] 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*] face of ore. At present a series of pockets will receive it, when finished, and

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[Compiled and Transcribed by William J. Cummings]

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* – **Lake Hanbury**], – the 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 seems [*sic* – *seem*] to be of a ferruginess [*sic* – *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 sheer 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 fringed 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. **Wm. Ross**, who was formerly in the **railroad company's store** in this town. Mr. **E.P. Shine**, reporter for the *Detroit Free Press*, is also rustivating [*sic*] 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**.

## Escanaba Notes.

The effects of the interruption to the general business of the country seems to have reached this place with considerable force, – one of the immediate causes of the unusual local stagnation being the recent heavy reduction made by the **railroad company** in the working forces employed in the shops, and about the yards and ore docks. This, however[,] can only be temporary. No town on the peninsula has a more flattering prospect for future prosperity than has **Escanaba**. Besides having one of the best harbors known to inland navigation [*sic* – *navigation*], it has extensive and valuable fisheries, and an agricultural interest that is yearly growing in importance. During the past two or three years the adaptability of its climate and soil to the production of most of the cereals has been conclusively demonstrated, and only the absence of milling privileges now prevents their production in a considerable degree. We understand that an effort is now being made looking to the establishment of a small **flouring mill** in the vicinity of **Flat Rock** where an excellent water privilege is afforded. Should the project succeed, it will have a magical effect upon the farming interests and a substantial element of prosperity to the place.

The development of the **Menominee Iron Range** is gradually increasing the shipping interests, and with the return of better prices in the iron market a large volume of trade will be diverted to this port. There are also heavy lumbering interests only awaiting a recovery from the depression in this important branch, when its development will contribute as much as any other one thing to the growth and

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prosperity of the place. On the whole we see nothing discouraging in the present outlook of the place. Besides the interests mentioned above, there are many well established details of thrift – all in the hands of good men – who have faith in the stability and ultimate success. Among these may be mentioned such as **J.F. Oliver, W.J. Wallace, Louis Schram, Myers Ephraim Schiller & Atkins, John K. Stack, E. Gaynor, the Royces**, and many others, in whose hands the commercial affairs of the town are sure to be properly conducted. These parties have taken a lively interest in the place by liberal investments, are good business men, and evince a disposition to maintain the general welfare of the town. The citizens of Escanaba certainly command the resources of commercial greatness in a large degree, and can well afford to await the time of the complete development which is sure to come, and is very likely near at hand. –*Negaunee Iron Herald*.

## 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 railway 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 comes 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 forget 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  
do gracefully 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 us a visit, it won't hurt you a  
particle

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

*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.

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

[Compiled and Transcribed by William J. Cummings]

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 a doubt, will turn up in some remote part of the country at no far distant day, but as (this is thus,) 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, [sic] 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, [sic] are to be accommodated without the difficulties attending the weary pedestrian.

RACKETTY.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 42 [Saturday, September 22, 1877], page 3, column 5

## Mining and Furnace News.

The immense richness of the **Menominee iron range** is developing quite rapidly, and fully answering all the brilliant expectations that were augured for it at the commencement. But for the continued depression in the iron market, it would develop [sic – develop] still more rapidly; already there is a prospect of a speedy **extension of the railroad**, across the **Menominee river**, to the extremely rich **Commonwealth deposit**, and matters are looking toward another arrangement, whereby **another branch** will be extended, [sic] through the continuation of deposits, between this and the west end of the **Marquette range**. Several well defined and extensive bodies of ore are in the hands of parties who will probably make no effort at mining them, [sic] until the tone of the market improves. This is probably just as well, for although the mining of ore in this region, except under very favorable circumstances, can hardly be classed as remunerative, yet, the amount mined and shipped appears to suffer no diminution, but on the contrary, is increasing. But as business in some localities is resuming some of its former activity, owners of mines are taking a little more cheerful view of things than they did two months ago.

**MENOMINEE RANGE.** – The work of getting out ore still continues at the **Breen mine**. A new shaft is being sunk to test the quality of ore below the water level. Should much water be encountered, pumping apparatus of sufficient capacity to keep it clear, [sic] will be inserted. It is not very likely, [sic] that much more ore will be shipped this season.

The work of stripping at the **Quinnesec** has commenced under charge of **Dr. Hulst**. It is not the intention to get out much ore this fall, but everything will be placed in

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shape for a vigorous development of this fine body of ore early in the spring. The **railroad** will probably reach there this week.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 43 [Saturday, September 29, 1877], page 2, column 2

The *Menominee Herald* unburdens its mind thusly about us:

“**Escanaba** has a bright future before it. The opening of the **Menominee Iron Range** ought to at least double its shipments of ore, while the **C. & N.W.R.R. Co.**, [sic] seems determined to push their road westward in **Marquette county**, to such an extent that we shall not be at all surprised to see **Republic** ore coming out of **Little Bay de Noc** next season. If the town does not double in importance and population in five years, it will be the fault of her citizens.”

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 44 [Saturday, October 6, 1877], page 2, column 2

## OUR NEW PAPER.

This week, as you will doubtless perceive, we come out with an entirely new change of name. We were prompted to this for several reasons; first, among which is the old name of “Tribune,” which was very honorable at its inception, by one of nature’s noblemen, **Horace Greeley**, has become in our later days worn out and hackneyed, and in fact, does not mean anything. It has from its frequent repetition become a title of no meaning or significance. It belongs to no party, but is

appropriated by all newspapers indiscriminately.

When the immortal founder of the *New York Tribune* first sent the name of the future organ of power to the compositor, in manuscript, this intelligent individual set it up as the *Gnarley Trombone*, which, with the gigantic intellect that guided it, would have answered just as well as the name intended.

We have chosen the name of **THE IRON PORT**, which is suggestive of what is now by our cotemporaries [sic – contemporaries] generally admitted, and what we will ultimately become, the largest iron port in the world. The name may at first sound rather singular, but not more so than those of *The Iron World*, *The Iron Age*, *The Iron Herald*, or *The Iron Home*. As we will be the only outlet, except by rail, of the vast iron deposits of the **Menominee Range**, and are the partial outlet of the long developed **Marquette deposits**, it would seem that the name which we have adopted, [sic] is very appropriate.

We consider that we have made a vast improvement on the old paper and we are going to use our best endeavors to improve it each week, and would respectfully ask the public to help us in our labor to make it one of the best papers in the Upper Peninsula.

*Escanaba Tribune*, 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 State of Wisconsin. The *stars* indicate the mines that are at present opened along the line.

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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. 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. *[Included with this article is a crude map showing the route of the railroad from Escanaba to Commonwealth.]*

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 45 [Saturday, October 13, 1877], page 3, column 4

## PHOTOGRAPHING.

I wish to inform the public that I shall remain in Escanaba for two or three weeks, and am prepared to take pictures in all styles; likewise copying and enlarging. Prices are as follows:

Gems, 8 for	50c
Ferrotypes, 2, for	50
“ 1 “	50
“ 1 “	75
“ 1 6 x 9 for	\$1.00

## JOHN BRAITHWAITE.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number

46 [Saturday, October 20, 1877], page 3, column 5

## ONE HUNDRED MEN WANTED.

To work on the Construction trains on the **MENOMINEE RIVER RAILROAD** **Steady Employment.** Apply to **D.L. WELLS & CO.,** Section 42 – near Spaulding, Michigan.

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

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 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.

*Escanaba Tribune*, Escanaba, Delta County, Michigan, Volume VIII, Number 47 [Saturday, October 27, 1877], page 2, column 4

# MENOMINEE RANGE HISTORY – EARLY ACCOUNTS OF DICKINSON COUNTY FROM THE *ESCANABA TRIBUNE*

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**Mining Items.** The great **Republic iron mine** will ship this season over 100,000 gross tons of ore. This is by far the largest out-put of any mine in the **Marquette range**; and we doubt very much whether it can be equalled [*sic – equaled*] in amount and *quality* by any other mine in the world.

Stripping is progressing rapidly at the **Quinnesec iron mine** and the quality and quantity uncovered exceeds the most sanguine expectations of the owners. As the season is so far advanced, no preparations will be made for shipping this fall. Stock piles will be accumulated during the winter and everything got ready for a vigorous campaign in the Spring.

The opening up of iron deposits on the **Menominee range** is but in its infancy and nothing has been done, but at a few points along the line of the railroad; except on the extraordinary out-crop of the **Commonwealth**. Should the demand for iron increase largely, the future development of new mines in this region will astonish everybody, except those intimately conversant with that section of the country.

*Escanaba Tribune*, 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 [*sic – caliber*] during the past two or three years.