

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

BENTON MINE [Menominee Iron Range]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 26 [Saturday, May 29, 1880], page 8, columns 1-2

Range Items.

–Promising explorations are going on near the **Benton mine**, under the superintendence of Mr. **Coakley**, and Messrs. **Gaynor & Cronkhite** have taken an option in that vicinity and will proceed at once to develop.

–The **Benton mine** is the new name of the property formerly known as the **Hanley and Wendel option**. Report says that it is a mine, now, with plenty of a fine blue ore resembling that from the **Curry and Vulcan** mines.

BREEN MINE [Waucedah]

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

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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 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 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 a force of not less than 600 men employed[.] **Clark, Lipe & Co.** have 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 – *Quinnesec*] 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 – *Quinnesec*] across the river to the newly discovered deposits in Wisconsin.

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 **Quinesaik** [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 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 **Quinesaik**

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[sic – Quinnesec] mine by the first of August next. The frost is a hindrance rendering it necessary to use blasting 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].

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

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 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.

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.

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

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SOME 300 men are now employed on the western end of the **Menominee range railway**, 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 Mining Journal, Marquette, Marquette County, Michigan, Number 464 [Saturday, June 9, 1877], page 1, column 5

[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 on the first train that arrives here. 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 docks 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.

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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 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 **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 gong 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.

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

Mining and Furnace News.

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

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

THE MENOMINEE RANGE.

[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

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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 [*sic* – *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 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 of 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 Whitehead** has charge of the **Breen, Breitung and Quinnesec mines**,

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

The location of a postoffice [*sic – post office*] 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.

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

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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 Suprise** [*sic – Surprise*], who was working on the railroad 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 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 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.

The Mining Journal, Marquette, Marquette County, Michigan, Number 469

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[Compiled and Transcribed by William J. Cummings]

[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 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 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 the gentlemen who constitute the company here to-day, 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 Mining Journal, Marquette, Marquette County, Michigan, Number 471
[Saturday, July 28, 1877], page 8,
column 1

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 slopes. Also, after a

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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 everything was being carried on; also with the future prospects of the mine. They are both gentlemen who are glad to see their employee 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, 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 Mining Journal, Marquette, Marquette County, Michigan, Number 475 [Saturday, August 25, 1877], page 4, column 2

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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 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 is pay day 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; he is on his way to the **Commonwealth mine**.

Scarcely a day pass 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 [*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 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 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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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'd had a whole pack of artillery along with him.

Deer are more than plenty.

WOLVERINE.

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 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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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.

RACKETTY.

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

On The Menominee Range.

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.

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

Mining and Furnace News.

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

The Iron Port, Escanaba, Delta County, Michigan, Volume IX, Number 43 [Saturday, September 28, 1878], page 2, column 1

MINING.

The **Breen Mining Co.** have opened a new pit, No. 3, to the westward of No. 2 with very promising prospects. The present width of the vein is about 30 feet. In the center of it they have sunk a shaft and drilled to a distance of about 24 feet. – Good ore was found the entire distance. Considerable soil and rock has to be moved which may be entirely obviated as the work progresses. A test pit sunk 60 feet to the north reveals the same ore. It has also been struck in a pit 150 feet to the north, but rock intervenes, although the veins may be continuous as they progress lower down. No. 2 pit is not looking quite as promising as the company would wish although this may change for the better. The geological formation at this mine is rather singular and in some places the rock seem [sic - seems] to have no regular dip, but is all mixed up as though it had been subject to a great convulsion at some time or other. This mine is working a force of about 40 men. The pockets at the siding opposite pit No. 1 have been removed to opposite pit No. 3.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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, 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 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 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 IX, Number 46 [Saturday, October 19, 1878], page 3, column 6

For the IRON PORT.
WAUCEDAHA, Oct. 9th, 1878.

The **Emmett mine** still continues to look very favorably. The management are now stripping off the edge of the swamp and 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 the 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.

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.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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

[To the Editor.]

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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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 not doubt but that with proper machinery, good management and ample means, "There's Millions in it."

JERRY McPHEEN.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 17 [Saturday, March 29, 1879], page 2, column 1

BREEN MINE.

The exploration at the **Breen mine** by the new company Messrs. **WELLS, LUDINGTON, STEPHENSON** and **FLESHIEM**, are very flattering. The shaft sunk at the east end of the property, close to the West line of the **Emmett** is now down about 25 feet and is in an excellent quality of ore. From the bottom of this shaft a drift is being run northward into the hill in which

direction the main body of ore is supposed to lie.

The Mining Journal, Marquette, Marquette County, Michigan, Volume XI, Number 558 [Saturday, March 29, 1879], page 4, column 1

WAUCEDAH.

Dr. C.A. Fortier, formerly of Ishpeming, physician for the **Emmett** and **Breen** mines, reports the health of Waucedah good, and the doctor knows good health when he sees it, every time, as he stands in the front rank of his profession. He says gold and silver fever is about the only ailment in the place, at present.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 30 [Saturday, June 28, 1879], page 2, column 2

SAMUEL KIMBERLY has leased the **Breen mine** property, and will commence active operations as early as possible. He pays 40 cents a ton royalty.

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

[Menominee Range.]

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

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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Saturday, May 8, 1880], page 8,
columns 1-2

[Menominee Herald.]

–The vein at the **Breen** is widening out, and the appearance of the mine is rapidly improving.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 6 [Saturday, January 10, 1880], page 2, column 3

[Menominee Herald.]

–The following are the officers of the **Breen mining company** for the current year: president, **Bartley Breen**; vice-president, **S.P. Saxton**; secretary, **Oscar M. Saxton**; treasurer, **Thos. Breen**; general agent, **T. Cole**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 2, column 3

Mining Items.

–Work on the **Breen mine** is temporarily suspended, in consequence of the failure of the pumps.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 21 [Saturday, April 24, 1880], page 8, column 2

Range Items.

MICHAEL HARTNEFF fell from the trestle at the **Breen mine** and was so injured that **death** ensued.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23

Range Items.

–Both the **Breen and the Quinnesec mines**, which have been looked upon as worked out properties, are improving in appearance. There are no worked out mines on the range yet.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 24 [Saturday, May 15, 1880], page 8, columns 2-3

Range Items.

–Mr. **James Mix**, of **Kankakee**, is very confident that he has a mine on the sw 1/4 of the sw 1/4 of **15, 39, 28**, north of and adjoining the **Breen property**. He has three pits down upon the ledge, and good indications in each. The **Breen** opening two hundred feet south of him is further down, and in good ore. Machinery now on the way will soon determine the value of the property.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 5 [Saturday, January 1, 1881], page 8, columns 1-2

Range Items.

–Dull times at **Waucedah**. The **Emmett** has reduced its force to a minimum and the **Breen** suspended work entirely. Considerable exploration is going on near there, however, with a prospect of one, if not two, mines being developed so as to commence shipping next season.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

CHAPIN MINE [Iron Mountain]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 38 [Saturday, August 23, 1879], page 2, columns 3-4

[Menominee Herald.]

–The **Menominee Mining Co.** is pushing the work on **sec. 30, 40, 30**, and the show continues good. Two hoisting engines have recently been sent out to the location, rendered necessary by the depth of the drift.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 47 [Saturday, October 25, 1879], page 2, column 3

[Menominee Range.]

–The **Chapin mine**, on **30, 40, 30**, will undoubtedly prove to be one of the best mines on the range. The ore is said to be from one to three per cent richer in metallic iron than the ore in the **Quinnesec mine**, and there appears to be plenty of it.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 51 [Saturday, November 22, 1879], page 2, column 3

[Menominee Herald.]

–The **new town, Iron Mountain**, is laid out on the northwest quarter of 31, 40, 30, five miles west of **Quinnesec**. **Stephenson & Fleshiem** are the proprietors. It is in the immediate vicinity of

very promising mines, and has a fair prospect of growth.

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

[Menominee Range.]

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

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

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 1 [Saturday, December 6, 1879], page 2, column 4

[Menominee Herald.]

–The **Menominee Mining Company** has recently sunk another shaft on the **Chapin**, 200 feet farther west and 100 to 150 feet north of the mine, between **sections 30 and 31**, which is now down on good ore.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 11 [Saturday, February 14, 1880], page 3, column 3

WE gather from the **Menominee Range** that the mine heretofore known as “**Saginaw, sec. 4**,” will hereafter be called the **Perkins mine** – that the new boiler for the **Norway** has been received, and the mine lighted by electricity – that the work of putting the **Chapin mine** in order for producing is going on rapidly and the

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

season's output is expected to reach 50,000 tons – that a Bullock drill has been put at work on the **Cyclops** property – that the name of the mine on 20, 40, 30 has been changed from **Cornell** to **Lake Antoine** and that the owners expect to ship 50,000 tons during the coming season, and that the **Ludington mine**, under the management of **Capt. Bray**, is now yielding 50 tons a day, with good prospects for a large increase. Altogether the Menominee range is booming.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–**Side tracks** are under way, to reach the **Chapin** and **Lake Antoine (Cornell) mines**.

–The **Chapin mine** has received an engine and hoisting machinery, and will soon be ready to ship.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 15 [Saturday, March 13, 1880], page 3, column 5

Range Items.

THE **Chapin mine** is prepared to mine and ship 50,000 tons of ore this season, if transportation is furnished.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22 [Saturday, May 1, 1880], page 8, column 2

Range Items.

–The **railway company** has laid a **mile of track west of Quinnesec**. The track is expected to reach the river by the first of June and give transportation facilities to the **McKenna, Keel Ridge, Ludington and Chapin mines**, each of which will have its side track ready by the time the main track reaches them.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–Mr. **Swineford** visited the **mines west of Quinnesec**, going as far as **Florence**, during the early part of the week. **The Journal** of Saturday will contain his concluding article of the series describing the mines of this range.

–The mines west of **Quinnesec** and between there and the river – the **Keel Ridge, McKenna, Chapin, Ludington and Lake Antoine** – have their **sidings** well advanced, and will be in shape to ship ore as soon as the **main line of railroad** is completed.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 26 [Saturday, May 29, 1880], page 8, columns 1-2

Range Items.

–A **postoffice** has been established at **Iron Mountain City**, and **R.O. Philbrook** appointed **postmaster**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 27 [Saturday, June 5, 1880], page 8, column 2

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Range Items.

–The grading of the railroad has been completed to **Iron City** [*Iron Mountain*].

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 28 [Saturday, June 12, 1880], page 8, column 2

Range Items.

–The **Chapin** and **East Vulcan** mines have commenced shipping ore, and the **Ludington** and **Lake Antoine** will follow soon.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 35 [Saturday, July 31, 1880], page 8, columns 1-2

Range Items.

–**Highway robbery** is becoming a recognized industry. Near the **Chapin mine**, a few days ago, a little fellow was set upon and horribly beaten, but the enterprise was a failure, as he had given his money to a comrade who escaped and saved it.

Menominee Democrat, Menominee, Menominee County, Michigan, Volume 1, Number 9 [Saturday, January 2, 1886], page 5, column 3

Wages have advanced at the Chapin mine.

Frank Kieler fell off the scaffolding at the **Chapin saw mill, Iron Mountain**, a distance of 12 feet, last Monday, breaking his leg above the ankle.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 18 [Thursday, July 25, 1889], page 1, column 2

THE Chapin Mining Company this week and hereafter will pay off with checks on a Milwaukee bank instead of currency.

COMMONWEALTH MINE [Commonwealth]

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

Mining and Furnace News.

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*.

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

THE MENOMINEE RANGE.

[To the Editor.]

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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 [*sic* – *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 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 of the road-bed was much more advanced than west of the **Breitung** mine. Across the Sturgeon river, the Railroad Co. have

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EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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 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.

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

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.

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 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 is pay day 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.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Mr. **John R. Wood**, of Ishpeming, paid us a visit to-day; he is on his way to the **Commonwealth mine**.

Scarcely a day pass 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 [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.

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.

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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[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, 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.

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. 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. [*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 47 [Saturday, October 27, 1877], page 2, column 4

Mining Items. 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.

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

[To the Editor.]

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

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[Compiled and Transcribed by William J. Cummings]

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**, 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 at 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 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.

HERE

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

WAUCEDAH. – From our correspondent.

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.

JERRY McPHEEN.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 2, column 1

IRON AND MINING NEWS.

So far all the ore discoveries on this side of the river, on the **Menominee River range**, is [sic – are] of an [sic – a] hematite character. Hard specular ore has been found beyond the **Commonwealth mine**, on the west end of section 32, which resembles the Republic ore somewhat, in appearance. Future explorations may develop other deposits, which of course would be of great value in connection with the softer ores. No just conclusions can be formed in regard to the variety of the deposits in this range, until a thorough exploration has been made.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 2

CAPT. JAS. TOBIN has resigned his position with the **Lumbermen's mining company**, and will hereafter have charge of the **Commonwealth**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 3

A PARTY under the direction of Mr. **Van Cleve**, of **Marinette**, is laying out a **town** at the **Commonwealth location**. It was expected that but one would be established, and that between the **Commonwealth and Florence locations**,

but it seems that there are to be two, as there will undoubtedly be if no compromise is made between the two interests. A town site at the **Commonwealth** involves another at the **Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9 [Saturday, January 31, 1880], page 3, column 4

It will be a month or so before investments in **Commonwealth city lots** will be in order. Meanwhile the work of laying out streets, etc., is going on. Streets are, we understand, to be 50 feet wide and lots 30x160.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–The **Commonwealth mine** will be ready to ship ore by the time the **railroad** is completed.

–**Capt. Williams**, late of **Norway**, is now in charge of the **Ludington mine**, and **Capt. Tobin** of the **Commonwealth**. **Wm. Morrison**, late pit boss at No. 3 pit of the **Vulcan**, has been appointed captain of the **Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 15 [Saturday, March 13, 1880], page 3, column 5

Range Items.

A **FURNACE** is to be built at **Commonwealth**.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

THE **Commonwealth company** has put up a **saw mill** near the location; and will be ready to saw in a week.

CAPT. TOBIN was at Menominee on Monday, to have the **plat of Commonwealth recorded**. He told us that forty lots have already been sold.

THE **Commonwealth company** expect to ship, provided the railway is completed in time, sixty thousand tons of ore during the coming season.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 16 [Saturday, March 20, 1880], page 3, column 5

Range Items.

S.P. JONES, M.D., of **Marinette**, has been appointed surgeon to the **Commonwealth and Florence mines**.

PROPERTY in **Commonwealth** and **Florence** sells like hot cakes. Several of our citizens have invested during the week.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 17 [Saturday, March 27, 1880], page 3, columns 5-6

Range Items.

THE **saw mill** at the **Commonwealth**, owned by **Captain Tobin**, is ready to saw.

THE **Commonwealth and Florence mines** grow better and larger as they are developed. There's iron enough there to armor the state.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22 [Saturday, May 1, 1880], page 8, column 2

Range Items.

–The **Lumbermen's mining company** has found good ore, and plenty of it, on an option near the **Commonwealth**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–It is said that the **railway company** will erect its **warehouse** at **Commonwealth**, and make that location **headquarters for freight**. That will make the place the depot for lumbermen's supplies.

–It is not probable that the mines west of the river – the **Commonwealth, Florence** and others – will be able to market much ore this year. If they get the road by the 15th of September it will be fortunate.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 26 [Saturday, May 29, 1880], page 8, columns 1-2

Range Items.

–**Mr. Swineford's** article in the **Journal** of Saturday last, describing the **Commonwealth and Florence mines**, is the last of the series...

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 44 [Saturday, October 2, 1880], page 8, columns 1-2

Range Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

–The **Commonwealth** will probably commence shipping early in the coming week.

CORNELL MINE [ANTOINE MINE] [Near Iron Mountain]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 40 [Saturday, September 6, 1879], page 3, column 6

[Menominee Range.]

–**Andrew Oleson** has taken a contract to strip a portion of the **Cornell mine** on **20, 40, 30** (**John R. Wood's** discovery). The vein or deposit has been tested for over 300 feet in length and 80 feet in width.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 47 [Saturday, October 25, 1879], page 2, column 3

[Menominee Range.]

–Stripping on the **Cornell mine**, on **20, 40, 30** is progressing rapidly. This promises to be one of *the* mines of the range.

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

[Menominee Range.]

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

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 11 [Saturday, February 14, 1880], page 3, column 3

WE gather from the **Menominee Range** that the mine heretofore known as "**Saginaw, sec. 4,**" will hereafter be called the **Perkins mine** – that the new boiler for the **Norway** has been received, and the mine lighted by electricity – that the work of putting the **Chapin mine** in order for producing is going on rapidly and the season's output is expected to reach 50,000 tons – that a Bullock drill has been put at work on the **Cyclops** property – that the name of the mine on **20, 40, 30** has been changed from **Cornell** to **Lake Antoine** and that the owners expect to ship 50,000 tons during the coming season, and that the **Ludington mine**, under the management of **Capt. Bray**, is now yielding 50 tons a day, with good prospects for a large increase. Altogether the Menominee range is booming.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–**Side tracks** are under way, to reach the **Chapin** and **Lake Antoine (Cornell) mines**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22 [Saturday, May 1, 1880], page 8, column 2

Range Items.

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[Compiled and Transcribed by William J. Cummings]

–The **railway company** has laid a **mile of track west of Quinnesec**. The track is expected to reach the river by the first of June and give transportation facilities to the **McKenna, Keel Ridge, Ludington and Chapin mines**, each of which will have its side track ready by the time the main track reaches them.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–The mines west of **Quinnesec** and between there and the river – the **Keel Ridge, McKenna, Chapin, Ludington and Lake Antoine** – have their **sidings** well advanced, and will be in shape to ship ore as soon as the **main line of railroad** is completed.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 28 [Saturday, June 12, 1880], page 8, column 2

Range Items.

–The **Chapin and East Vulcan mines** have commenced shipping ore, and the **Ludington and Lake Antoine** will follow soon.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 31 [Saturday, July 3, 1880], page 8, column 2

Range Items.

–The **Ludington mine** commenced shipping on Thursday, and the **Cornell**

(**Lake Antoine**) will probably commence to-day.

–The **grading is done to the river**, and the **track** will probably reach there next week. The contractor, Mr. **Conro**, has transferred his force to the Wisconsin side, the bridge will be pushed to completion at once, and the road to **Florence** be opened at the earliest possible day.

Menominee Democrat, Menominee, Menominee County, Michigan, Volume 1, Number 16 [Saturday, February 20, 1886], page 1, column 4

The Cornell Mine.

Iron Mountain was honored this week by the presence of several well known Menominee gentlemen. **Judge Wm. Somerville, Joseph Flesheim, H.A. Brown, G.A. Blesch, M.A. Dunning, Timothy Cole** and others. Some of these gentlemen were there to visit and investigate the **Cornell mine** with the intention of investing in a portion of the stock which had been offered for sale. Their researches seem to have been satisfactory for on returning home a syndicate was formed and a block of the stock purchased by the following gentlemen: **Wm. Summerville, J.H. Walton, G.A. Blesch, Wm. Holmes, H.A. Brown, Mell Dunning, T. Cole, Peter VanGergen, Ed. Stephenson, R.J. Sawyer**. The capital stock of the Cornell mine is 20,000 shares of \$25 each. Of this amount **Jos. Flesheim** of this city and **John Fredericks**, of Iron Mountain[,] control more than one-half interest, a quarter interest is owned by a syndicate of Iron Mountain capitalists, and the Menominee gentlemen above named have secured the rest.

The Cornell mine was first opened in 1880 by Capt. R.J. Wood. The out-put [sic

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– *output*] in that year was 30,856 tons, and in 1881 11,816 tons. It was then operated by the **Himrod Furnace Co.** and **A.R. Cornell**. They abandoned it in 1885, and **Jos. Flesheim** secured an option on the mine in Sept., 1885.

The present prospects for a large output of ore at the Cornell this season are excellent, and the stockholders are well pleased. About ten thousand tons of ore are in sight, and arrangements are being made to push the work rapidly forward, so that when the shipping season opens the mine will be in shape to do a large business.

Menominee Democrat, Menominee, Menominee County, Michigan, Volume 1, Number 29 [Saturday, May 22, 1886], page 1, column 5

A trip to the Cornell and Traders Mines.

Messrs. **R.J. Sawyer**, **Joseph Juttner** and **T. Cole**, of this city, paid a visit to Iron Mountain on Tuesday for the purpose of visiting the **Cornell and Traders mines** in which they are interested. THE DEMOCRAT pencil pusher received an invitation and made one of the party. The ride from Iron Mountain to the mines, a distance of about three miles, was an enjoyable one, and was made in due course of time owing to the persuasive powers of a witch hazel tree of small dimensions, gathered along the roadside, and wielded with dexterous skill by our Jehu [*sic*], Mr. Sawyer. Justice demands the explanation that on account of a funeral being in progress no rigs were obtainable at the famous stables of **H.G. Fisk**, and livery accommodations were secured elsewhere.

Arriving at the mine the services of **Capt. Carbiss** [*sic* – **Carbis**] were

secured, who first escorted our party to the workings at the west end, which are about 600 feet from the main works. Here a tunnel has been extended into the mountain about 100 feet, and at that time about 7 feet of good blue ore had been taken out. The prospects get better as the work progresses, and Capt. C. said that the ore last taken out would assay from 55 to 59 per cent. There is every indication here of a rich find.

About a quarter of a mile climb up the mountain to the northwest, and we arrive at the **Traders**, where **Capt. Davey** is in charge. Here we found a shaft 8x10 sunk to a depth of about 75 feet. They are now over twenty feet below the drift, and are taking out a good quality of blue ore. The hoisting is done by a horse power engine, night as well as well [*sic*] as day shifts are employed, and the work is being pushed forward fast as possible. Some 400 feet to the north a rich body of red or hematite ore, 20 feet wide and 10 feet thick has been discovered, which will assay over 60 per cent of metallic iron. Although it will take considerable funds to place this mine on a substantial paying basis, it is the general belief that with the present outlook stock in the Traders is a good investment. Capt. D. is the person who first discovered the mine, and it is hinted that he has another “rich find” which he is keeping quiet at present for good and sufficient reasons.

Returning to the main works of the Cornell, a few minutes was profitably employed in looking around. We were told that the mine is producing at present between 40 and 50 tons of ore per day, or nearly enough to pay all the working expenses. About 50 men are employed, but several of these are contractors who are working seams of ore on the north side of the open pit at so much per ton. At the east end where the vein of red ore has been uncovered four men are taking out

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fifteen tons per day. The depth or width of this vein is not yet known, but the captain thinks that it is the same vein which the Traders' folks have found north of their main shaft. If this be the case, and the other workings turn out as anticipated, the captain says they will have work for twenty years, at the lowest calculations.

The shipping pocket will hold about 700 tons, and must have cost at least \$2,000. There were several hundred tons in the pocket Tuesday, and men were at work loading cars. All the facilities and labor saving appliances that ingenuity can devise are brought into use, and the work goes forward expeditiously.

Howard Brooks, the trusty time keeper [*sic – timekeeper*], was on hand to welcome the party. Howard says he is kept pretty busy but he will try and visit Menominee the Fourth of July.

On the return trip Messrs. Juttner and Cole stopped off at **Waucedah** to inspect the dormant mines at that place, in which Mr. Juttner used to be heavily interested. They found that the machinery and even the buildings have been stolen and bodily carried away. That settles the mining business in Waucedah.

CURRY MINE [Norway]

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

The **Curry mine** looks well. It is estimated that from 10,000 to 15,000 tons of ore will be taken out this season.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 28

[Saturday, June 14, 1879], page 3, column 3

The **Cyclops** is shipping about 125 tons of ore daily. Three hoisting drums are in operation. As soon as the timbering is completed night work will commence at shaft No. 2. The output of the **Norway** is about the same as that of the Cyclops.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 31 [Saturday, July 5, 1879], page 2, column 4

IRON AND MINING ITEMS.

The **Curry mine** looks excellent. They are taking out and shipping about 90 cars of ore a day now, and already have over 1,000 tons in Escanaba awaiting shipment.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 38 [Saturday, August 23, 1879], page 2, columns 3-4

[Menominee Range.]

—Three fourths of the **Curry mine** have been sold to Mr. **Jos. Outhwaite**, of the firm of **Outhwaite and Dalliba**, Cleveland, Ohio, Mr. **James Dalliba** still retaining his one fourth interest. The amount paid for it is not generally known, but it is said to be \$37,000. Mr. **Jno. Outhwaite**, the father of the purchaser, was here closing up the matter Tuesday. He will return with his son next week, he informs us. The force of men will not be increased at present, but matters will continue as they are.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 51

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Saturday, November 22, 1879], page 2,
column 4

[Menominee Range.]

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

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9 [Saturday, January 31, 1880], page 2, columns 3-4

[Menominee Range.]

–The **Emmett and Curry mines** are both in good order for rapid mining.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–Mr. **Swineford** visited the **Curry mine** last week and speaks in last Saturday's **Journal**, in very confident terms of a bright future for it. The estimated product for this season is 25,000 tons. We copy the concluding sentences of the Journal's article:

Though a small mine, the **Curry** has large possibilities, even probabilities, ahead of it, the extent of which cannot now be predicted with any degree of certainty. Very few, if any, of the mines on the range have produced more ore with the same amount of expenditure, in the same length of time. Altogether, the writer looks upon the Curry as a most valuable property, and will be disappointed if at the end of the season she does not show a larger product than the estimate given him by the officers of the company.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 30 [Saturday, June 26, 1880], page 8, columns 1-2

Range Items.

–Water troubles not only explorers but miners. **Cyclops and Curry were flooded, and the Lumbermen's company suspended work on section nine until the water subsides.**

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 34 [Saturday, July 24, 1880], page 8, column 2

Range Items.

–One **Samuel Gayner**, a man about 50 years of age, was **run over and killed by ore train No. 42, Langworthy conductor**, at about 11:30 p.m. on Thursday night, **between Norway and Vulcan**. He was known as a "hard drinker," and our readers may remember that he has paid a fine or two for drunkenness in our police court. As he was killed near a saloon, which is located near the **Vulcan mine track**, it is surmised that he was drunk at the time of his death. He had, at any rate, been drinking during the day. The wheels passed over his neck, severing his head from his body entirely. His latest employment had been that of a **laborer at the Curry mine**. Nothing is known of his antecedents, and he had no family, at least none that are known.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 35 [Saturday, July 31, 1880], page 8, columns 1-2

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Range Items.

–The **death of Samuel Gayner, near Norway**, announced in the PORT last Saturday, was the subject of a good deal of discussion, many persons, and among them the men on the train which ran over him, suspecting that he was killed or came to his death elsewhere, and that his dead body was placed upon the track to cover up a crime. The inquest held on the remains did not get at any evidence in support of the theory, however, and the verdict was "accidental death," which was probably correct. The man was liable to come to his death in just that way.

CYCLOPS MINE [Norway]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 14 [Saturday, March 8, 1879], page 2, column 1

MENOMINEE IRON RANGE.

**The New Bonanza. A \$120,000
Stockpile**

Visit to the Iron Mines.

CYCLOPS.

This latest opening of the **Menominee Mining Company**, who are now working three other mines besides this; viz: – **Quinnesec, Norway** and **Vulcan**, has yielded the largest amount of ore during the

winter. Not less than 15,000 tons of ore are in stock and we should not be surprised if this was increased to 20,000 before the opening of navigation. The general character of the ore from these three mines is almost identical and [they] are of a comparatively high grade. The bottom of the present workings is about 30 feet below the bottom of the railroad track. On Wednesday drifts were commenced, to run east and west along the vein.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 1

A VISIT TO THE DIFFERENT LOCATIONS.

CYCLOPS MINE.

Monday morning we started out to visit the different locations on the Range, a thing we had intended, but were unable to do ever since the first publication of the paper. Our first stopping place was the Cyclops, where we met **Capt. Williams** and the time keeper, **J.B. Knight**, of the Norway and Cyclops mines. This mine has only been in operation for 8 months, but in that time some good work has been done, and something like 80,000 tons taken out of first class ore. No. 1 shaft is at present to a depth of 60 feet, but will be put down 30 feet more before drifting is at level. A tunnel has been run from No. 1 shaft to connect with the tunnel from No. 2. There is about 3 feet to break through to make the connection. The length of the tunnel running east from the main shaft will then be 250 feet through good ore, and running west about 50 feet. The vein is from 25 to 30 feet wide. All of the pits are being stilled up as they go. The Capt. thinks the

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

mine is just as safe as a 'harvest field,' and that when three tons of ore are run out on one car it is not much of a "wheel-barrow business." We know what the "Capt." was driving at, but informed him that nothing personal was intended in our remarks about the Quinnesec last week, as the Quinnesec is a much older mine with deeper stripping, and it was found necessary to carry on operations differently. A rather small but very neat little engine has been put in place, and was to steam up Tuesday. It was manufactured at the Liberty Iron Works, Chicago. Its cylinder is 9x14. The stock pile at present contains about 20,000 tons and it is estimated that about 40,000 tons, at least, will be shipped this season from this mine. Preparations are making to take ore from pit No. 2, a pocket has been built, and a track is about to be built to the spur.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 2, column 1

IRON AND MINING NEWS.

The 1800 foot new side track of the **Cyclops mine** is probably completed by this time. It will afford ample accommodations for the ore cars and is something that was very much needed.

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

The **Cyclops** is shipping about 125 tons of ore daily. Three hoisting drums are in operation. As soon as the timbering is completed night work will commence at shaft No. 2. The output of the **Norway** is about the same as that of the Cyclops.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 11 [Saturday, February 14, 1880], page 3, column 3

WE gather from the **Menominee Range** that the mine heretofore known as "**Saginaw, sec. 4**," will hereafter be called the **Perkins mine** – that the new boiler for the **Norway** has been received, and the mine lighted by electricity – that the work of putting the **Chapin mine** in order for producing is going on rapidly and the season's output is expected to reach 50,000 tons – that a Bullock drill has been put at work on the **Cyclops** property – that the name of the mine on 20, 40, 30 has been changed from **Cornell** to **Lake Antoine** and that the owners expect to ship 50,000 tons during the coming season, and that the **Ludington mine**, under the management of **Capt. Bray**, is now yielding 50 tons a day, with good prospects for a large increase. Altogether the Menominee range is booming.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 20 [Saturday, April 17, 1880], page 8, column 2

Range Items.

THE **Quinnesec**, **Vulcan**, **Norway**, **Cyclops**, and **Stephenson** mines commenced shipping on Monday. There are 60,000 tons in the **Norway** stockpile.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 30 [Saturday, June 26, 1880], page 8, columns 1-2

Range Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

–Water troubles not only explorers but miners. **Cyclops and Curry were flooded, and the Lumbermen's company suspended work on section nine until the water subsides.**

EMMETT MINE [Waucedah]

The Iron Port, Escanaba, Delta County, Michigan, Volume IX, Number 43 [Saturday, September 28, 1878], page 2, column 1

MINING.

The **Emmett mine** is looking remarkably well and is still turning out its usual amount of ore; 60 men are employed here and the average output is about 120 tons a day. The width of the deposit has not yet been ascertained. All the ore is contracted for that can be possibly mined this season. As a general thing it is a very easy mine to work. The only thing to impede the working is water, and with the pump that the company now have [*sic - has*], they find no difficulty in keeping it clear.

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.

The **Emmett mine** still continues to look very favorably. The management are now stripping off the edge of the swamp and 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 the 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.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 14 [Saturday, March 8, 1879], page 2, column 1

MENOMINEE IRON RANGE.

**The New Bonanza. A \$120,000
Stockpile**

Visit to the Iron Mines.

The first mine on the range and which is just now the center of attraction, is the **Emmet** [*sic - Emmett*]. The discovery of gold and silver in this mine, as stated in our last, has occasioned no little excitement and the proprietors are still quietly persuing their investigations. Various options are advanced, in regard to the value of the discovery. Some claiming that the cost of extracting the precious metals, which seem to be incorporated throughout the entire mass, of this valuable iron ore, will absorb the entire amount contained, in the expense attendant upon its extraction. Others, who

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

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are more sanguine, think that the separation [*sic – separation*] can be made at a comparatively small cost. The owners themselves, are confident that they have a good thing and feel quite exultant over the discovery. Meanwhile the public and all those intimately interested in the welfare of this region are anxiously awaiting further developments. As an iron mine the Emmet [*sic – Emmett*] never looked more promising, and whether this new find turns out satisfactory or not, the fortunate owners, have an immense quantity of the richest kind of hematite ore in sight and are working the mine the same as usual. They have now on hand a stock pile of the blue ore, of about 4000 gross tons. This it will be remembered, is the ore from which the greatest yield of gold and silver was obtained, aggregating \$20.28 to the net ton. According to such assay, this pile ought to contain about \$120,000 worth of these metals, besides about 64 per cent of metallic iron. A rich enough showing certainly.

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

ADVICES from the **Emmett Mine** seem to be a little conflicting yet. The latest news received is to the effect that a later assay of the ore give [*sic – gives*] \$2000 to the ton. To offset *this[,] the* Milwaukee Sunday Telegraph says:

“The stories published a couple of weeks ago, about the discovery of **gold** near Menominee, in the iron mines north of the Bay, were all false and bogus. The specimens showed are suspicious, and no more can be found.”

That fellow probably wants a quarter interest in the mine, so that he can publish his paper on week days.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 18 [Saturday, April 5, 1879], page 3, column 3

THE proprietors of the **Emmett mine** on the Menominee River mineral range, are talking of putting up a small stamp mill to crush their gold and silver ores.

IN last week's issue, the IRON PORT recorded a discovery of **wernerite** in the vicinity of the **Twin Falls** on the Menominee river. On Monday of this week the Evening Wisconsin of Milwaukee makes the same discovery and describes it in precisely the same language. Strange coincident! Probably the same reporter made the discovery, who interviewed **J.J. HAGERMAN** Esq, of the **Menominee Mining company** and who DISCOVERED that this gentleman predicted a speedy flattening out of the **gold and silver find** at the **Emmett mine**. We have a lingering suspicion that it must have been the same omniscient genius.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 19 [Saturday, April 12, 1879], page 3, column 4

THE new pump at the **Emmett Mine** commenced working about 4 o'clock on Wednesday afternoon and the mine was pumped dry by next day. No trouble can be anticipated from water hereafter.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 2, column 1

IRON AND MINING NEWS.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The **Emmett** [*sic* – *Emmett*] Mining Co. has commenced hoisting from the first level. Both levels are now dry, it only taking two or three hours to put it in that condition. Will commence hoisting out of lower level as soon as engine is placed in the new building recently built for it. The Co. has 54 men at work and will increase the force immediately with 25 more. It is estimated that at least 80,000 tons will be shipped from this mine this season, and we see no reason why, with the increased facilities for getting out ore, a great deal more cannot be shipped. There is at present about 8,000 tons of ore in the stock pile, we are informed. –Men. Range.

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

A RUN TO WAUCEDAH.

Arrived at **Waucedah**, we refreshed ourselves first with a dinner at the excellent table of **MR. GIFFORD**, – who by the way has largely improved his house [*hotel*] lately – and then took a survey of the town and surroundings, including the famed **Emmett iron mine**, with its hidden treasure of gold and silver. we [*sic* – *We*] 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 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 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 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, we shall however examine it before long. We are informed the show is good and the ore somewhat similar to that of the Emmett. It [*sic* – *If*] this should prove to be the case it will stimulate other mining explorations in the vicinity.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 29 [Saturday, June 21, 1879], page 2, column 1

A change may possibly be made in the management of the **Emmette** [*sic* – *Emmett*] Mine before long. At present **Capt. M. Harrington** is taking out from 70

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to 80 tons of ore daily, with a small force of men.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 30 [Saturday, June 28, 1879], page 2, column 2

THOMAS and **BARTLEY BREEN**, of the **Emmett mine**, have sold their interest, which comprises one half, to **Samuel Kimberly**, of Sharon, Pa., for about \$35,000. **Judge E.S. Ingalls** retains his half interest, but has leased it to Mr. K., for fifty cents a ton royalty. He received \$5,000 for the improvements. It is the intention of the present management to work the mine energetically, and their calculations contemplate an output of somewhere in the neighborhood of 40,000 tons of ore this season.

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

–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.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 38 [Saturday, August 23, 1879], page 2, columns 3-4

[Menominee Herald.]

–The **Emmett** is producing well and is now shipping 30 to 35 cars of ore per diem. The mine is looking well and the general work is being pushed ahead as rapidly as possible. The shipments will probably be considerably increased next month.

–We have lately seen some specimens of hard specular ore which came from the **Emmett mine**, and which are equal to the best Lake Superior ores of that character. One Marquette gentleman to whom we showed a specimen said that it came from the **Cleveland**, and was a selected specimen at that, intimating at the same time that it was a little thin to palm it off as a Menominee production. The quality found is small, but it shows conclusively that such a class of mineral exists in the district, perhaps on the Emmett location, and it will be found some day.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 43 [Saturday, September 27, 1879], page 2, column 3

[Menominee Herald.]

–The **Emmett** has more ore in sight than any other mine on the range.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 2, column 3

Mining Items.

–The **Emmett** folks are putting in new machinery and doing dead work, preparatory to taking out ore rapidly when navigation opens.

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[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9 [Saturday, January 31, 1880], page 2, columns 3-4

[Menominee Range.]

–**Breen Bros.** are taking a fine quality of hard ore from their shaft just west of the **Emmett**.

–The **Emmett and Curry mines** are both in good order for rapid mining.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 21 [Saturday, April 24, 1880], page 8, column 2

Range Items.

THE **working force** at the **Emmett mine** is, and is to be further, increased.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 25 [Saturday, May 22, 1880], page 8, columns 1-2

Range Items.

–The **Mining Record** announces the lease, by the **Emmett mining company**, of the **Shenango furnace, Middlesex, Pa.**

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 5 [Saturday, January 1, 1881], page 8, columns 1-2

Range Items.

–Dull times at **Waucedah**. The **Emmett** has reduced its force to a minimum and the **Breen** suspended work entirely. Considerable exploration is going on near

there, however, with a prospect of one, if not two, mines being developed so as to commence shipping next season.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 15 [Saturday, March 12, 1881], page 8, column 1

Range Items.

–The shutting down of the **Emmett mine** leaves **Waucedah** a “shady place” indeed.

FELCH MOUNTAIN RANGE

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 3

THE explorations in what is known as the **Felch mountain range** result so favorably that **railroad** talk is again becoming general. The prospects now are that the region will be opened by two lines of rail, one a branch of the **C. & N.W. company's** road, extending northward through the **Sturgeon river valley**, and another, probably a **narrow gauge road**, westward from the **mouth of the Escanaba**. The latter road will have in view not only the transportation of ore, but the development of a good **farming country** and a **lumber** interest as well. Everything now promises a busy year or years in our vicinity, increase in population, and development of wealth.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9 [Saturday, January 31, 1880], page 2, columns 3-4

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Menominee Range.]

—A recent **analysis of ore** from 32, 42, 29, gave 68 per cent. metal, .022 per cent. phosphorus and 3.2 per cent. silica. The location is in the **Felch mountain range**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 21 [Saturday, April 24, 1880], page 8, column 2

Range Items.

PAUL KELLY and **L.D. McKenna** have “struck it” on the west end of the so-called **Felch mountain range**. We understand that Paul has been offered \$10,000 already for his interest.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 26 [Saturday, May 29, 1880], page 8, columns 1-2

Range Items.

—**J.P. Dodge**, who just returned from a ten days’ sojourn at and near **Felch mountain**. From him we learn that Mr. **Curry** has a force of about twenty-five men employed on **32, 42, 28**, and that one of his shafts, at least, is seven feet in a blue ore resembling that of the **Vulcan**. A **Marquette** party, under direction of **Capt. McKenzie**, has a good prospect on **8, 41, 28**, a red hematite, with only four to six feet of stripping. **Capt. Pease**, for parties in **Milwaukee**, will thoroughly develop another portion of the same section, **8, 41, 28**, and possibly other adjacent lands. **Wright Bros.** have abandoned their exploration on **31, 42, 28**, but their camp and supplies have not been moved, and work may be

resumed. The roads are almost impassable, seven or eight hundred being all that a good team can handle over them.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 27 [Saturday, June 5, 1880], page 8, column 2

Range Items.

—If half that is told of discoveries north and northwest of **Quinnesec** is true, a line of rails will soon be demanded reaching thence to the **Republic location**. Rumor says that a large body of ore, similar to that of the **Republic mine**, has been discovered about midway between the two places [**Felch Mountain Range**].

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 36 [Saturday, August 7, 1880], page 8, column 2

Range Items.

—“On to **Felch mountain** [*sic* – *Mountain*]!” is the cry of the explorer.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 22 [Saturday, April 30, 1881], page 1, column 4

MR. POWERS, with an engineer party, left here on Wednesday to run the lines for the **mine sidings** at the **Metropolitan** and **Northwestern locations**, and we are informed that work on the **Felch Mountain branch** will be commenced at once and pushed as rapidly as possible. It is intended to complete the branch in time to allow of [*sic* - *for*] the shipment of some

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50,000 tons from the two mines mentioned during the present season.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 23 [Saturday, May 7, 1881], page 8, columns 1-2

Range Items.

–The **canal company** is laying out a town at **Felch Mountain**. Mr. **Buell** has bought the **Commercial hotel** and Mr. **Polderman** will succeed **Felch** in charge thereof. –Range, 28th.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 31 [Saturday, July 9, 1881], page 8, columns 1-2

Range Items.

–The company organized to work the “**Colwell find**,” on the **Felch range**, is called the **Hecla**, and is officered as follows: **E. Breitung**, president; **B.D. Jones**, secretary; **Wm. Sturges**, treasurer.

FLORENCE MINE

[Florence]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–**Capt. Williams**, late of **Norway**, is now in charge of the **Ludington mine**, and **Capt. Tobin** of the **Commonwealth**. **Wm. Morrison**, late pit boss at No. 3 pit of the

Vulcan, has been appointed captain of the **Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 16 [Saturday, March 20, 1880], page 3, column 5

Range Items.

S.P. JONES, M.D., of **Marinette**, has been appointed surgeon to the **Commonwealth and Florence mines**.

PROPERTY in **Commonwealth** and **Florence** sells like hot cakes. Several of our citizens have invested during the week.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 17 [Saturday, March 27, 1880], page 3, columns 5-6

Range Items.

EVERY lot on the principal street of the new town of **Florence** has been sold.

THE **Commonwealth and Florence mines** grow better and larger as they are developed. There's iron enough there to armor the state.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 21 [Saturday, April 24, 1880], page 8, column 2

Range Items.

FLORENCE has been made a **postoffice [sic – post office]**, and **H.D. Fisher** appointed **postmaster**.

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[Compiled and Transcribed by William J. Cummings]

[Saturday, May 8, 1880], page 8,
columns 1-2

Range Items.

–It is not probable that the mines west of the river – the **Commonwealth, Florence** and others – will be able to market much ore this year. If they get the road by the 15th of September it will be fortunate.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 26 [Saturday, May 29, 1880], page 8, columns 1-2

Range Items.

–Mr. Swineford's article in the **Journal** of Saturday last, describing the **Commonwealth and Florence mines**, is the last of the series...

HAMILTON & MERRYMAN MINE [SECTION 4]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 1

A VISIT TO THE DIFFERENT LOCATIONS.

HAMILTON & MERRYMAN MINE.

Explorations on sec. 4 by the **H. & M. Co.** [*Hamilton & Merryman Company*], are still progressing, a well drill being used for the purpose. Have sunk three shafts, all now in good ore. No. 2 shaft was sunk 66 feet in slate, and then a drift of 16 feet was run through the slate before ore was struck.

The drift was driven nearly 90 feet further, all the way through a very fine grade of ore. No. 1 shaft is all in good ore. No. 3 shaft which is about 40 feet west shows the best ore so far. The foot wall has been struck on the north side of it. The three shafts were put in on a vein running southeast. Four holes have been drilled in a vein running east, showing good ore. The course of the vein seems to be first southeast, then east, then south, so far it as it has been traced. First running southeast 300 feet, then south 300, then east 200 feet, and over the boundary line. Limestone is visible a short distance from where the work was suspended. The exploring party then jumped 500 feet west onto the Co.'s land again, but so far have not discovered anything. It is thought that the ore is better than any yet discovered on the Range, being of a hard, steely nature. – Menominee Range.

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

A RUN TO WAUCEDAH.

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, we shall however examine it before long. We are informed the show is good and the ore somewhat similar to that of the Emmett. It [*sic – If*] this should prove to be the case it will stimulate other mining explorations in the vicinity.

HARVEY MINE [West of Florence]

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 15 [Saturday, March 13, 1880], page 3, column 5

Range Items.

An engine and pump went out on the branch, for a **new mine**, to be called, we understand, the **Harvey**, situated a mile or so west of the **Florence**.

KEEL RIDGE MINE [McKENNA MINE] [East of Iron Mountain]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 8 [Saturday, January 25, 1879], page 3, column 4

QUINNESEC.

Business is moving along in the even tenor of its way, and prospects are remarkably good for the future. New discoveries of iron ore are being made in every direction, the most notable one is that of **JOHN McKENNA & CO.**, two miles west of town. The ore is apparently a rich hematite and the deposit is very extensive. From present indications there is not the least doubt but that the discovery is of great value. An extension of the railroad track to it will probably cost about \$20,000 but the showing is such that it will undoubtedly warrant the building of it another season.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 9 [Saturday, February 1, 1879], page 3, column 4

NEW IRON MINE.

During the impressive stillness of Sunday last, the portly form of **JOHN O'CALLAGHAN** and the genial face of **JOHN McKENNA**, could have been seen by some who were not church goers, wending their way northward. They carried very heavy carpet sacks, which might have contained bullion, but they did not, – and from them, our reporter was favored with a glimpse of as fine iron ore as ever was mined in the **Menominee range**, and which Mr. McKenna assured him, – from a recent analysis – would go over 64 per cent of metallic iron. It was taken from a shaft on their recent explorations, at a depth of 25 feet. The IRON PORT is pleased to learn of their success and knows of no worthier or more deserving men to control it. As our issue last week stated, this was from a new find, two miles west of **Quinnesec**. Present appearance [*sic - appearances*] indicate it to be as good as any in the range, which is saying a good deal.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 18 [Saturday, April 5, 1879], page 3, column 3

THE NEW MINE.

MR. **JOHN O'CALLAGHAN** arrived in town on Wednesday from the **McKenna & O'Callaghan mine**, on the southwest quarter of Section thirty-two, Town forty, Range thirty, about three miles west from **Quinnesec**, near what is marked as the **Vermillion mine**, on **H.D. Fisher's** map. He reports a magnificent showing for hard ore on their present explorations. When he left the mine, the width of the vein from the first pit that was sunk upon it, was found to be 135 feet. How far it extends they have not yet ascertained. The stripping is from ten to fifteen feet. This discovery is considered by competent judges to be one of the most valuable mines on the range.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

We congratulate the gentlemen on their most promising outlook.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 19 [Saturday, April 12, 1879], page 3, column 4

HARRISON LUDINGTON inspected the **McKENNA & O'CALLAGHAN** mine on Thursday.

MR. **JOHN BUELL'S** new mine west of the **Quinnesec** town site is looking very promising. He has struck some excellent ore and will continue his operations until it is thoroughly explored.

THE new pump at the **Emmett Mine** commenced working about 4 o'clock on Wednesday afternoon and the mine was pumped dry by next day. No trouble can be anticipated from water hereafter.

H.A. TUTTLE of **Cleveland**, **JOSEPH FLESHEIM**, **JAMES WALTON** and **ROBT. STEPHENSON** of **Menominee**, and **J.N. HILLER** and **H.J. BEBEAU** of **Escanaba** spread themselves out all over the **Menominee range** on Wednesday and Thursday of this week.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 21 [Saturday, April 26, 1879], page 2, column 1

IRON AND MINING ITEMS.

The **McKenna mine** gives great promise of being one of the best mines on the **Menominee River range**. The explorations as yet of course, are not sufficient to form a correct conclusion in regard to the depth and permanency of the deposit. Time alone can enable a just estimate to be formed in regard to its

extent. But the apparent continuance of a true lead, dipping slightly from the perpendicular and the development of first-class ore, at all points where the deposit has been penetrated, would lead to the supposition that the vein is of great extent and permanence [*sic – permanence*]. All indications at the present time tend to the theory that it is one of the most important discoveries of ore yet made in the region.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 2

IRON AND MINING ITEMS.

JOHN L. BUELL, has sold his interest of nearly 1-3, in what is known as the **McKenna mine** on the **S.W. 1/4 of Sec. 32 T.40. R.30** for \$10,000, to **WILLIAM McCARTNEY**, of **Marinette**. The probability is that all the interests will be consolidated and active work on the property will be commenced forthwith.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 2, column 2

The general appearance of the **McKenna mine** is almost the same as it was at our former writing. Test pits are being sunk still further to the northwest end of the vein and in each case have struck precisely the same formation, with the exception that the ore becomes a little more firm in appearance. On this end of the deposit there appears to be a well defined [*sic – well-defined*] sandstone hanging wall on the north side, and a soapstone foot wall

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

to the south. At the southwest end where it descends into the low land the hanging wall on the north side is soapstone. Further explorations may determine that this soapstone is overlaid by sandstone as the formation rises.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 30 [Saturday, June 28, 1879], page 2, column 2

ACTIVE operations are to commence on the **McKenna mine** with quite a force of men immediately. Everything is arranged for permanent operations and the showing for ore is immense. The company have [*sic* – *has*] assurance that the track will be laid to the mine this season.

John O'Callaghan was in town this week and reports the outlook at the **McKenna mine** as being tip top. They expect to have the open cut into the ore finished next week, when they will commence immediately to get ore out for shipment. They have assurance from **Mr. Keep** that the road will be finished to them as soon as they are ready for it.

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

[Menominee Range.]

—We visited the **McKenna mine** Monday, and saw some of the handsome ore they are taking out from a shaft about 25 feet in depth. In fact all of the ore taken out came from this shaft, and there is about a thousand tons in stock, it is estimated.

Mr. **John McKenna** brought some of the ore into **Quinnesec** last Saturday evening and it created considerable excitement among experts, who pronounced it equal if not better than any ore yet struck on the range.

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

WHILE on a visit at **Quinnesec**, on Saturday last, we were shown by **John McKenna** over the **McKenna mine** property, and came away with the idea that there was iron enough there to make all the rails for all the railroads in America. Everywhere is iron – nice iron, too – on the surface and under the surface, at the bottom of shafts and at the extremity of tunnels – everywhere iron. The extension of the track of the **Menominee River railroad**, work on which was commenced on Monday, will enable this mine to ship ore next year, and we shall be disappointed if it does not show an output of ore at the close of navigation a year hence as large as any mine on the range. Nothing is needed but work.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 3 [Saturday, December 20, 1879], page 2, column 3

[Menominee Range.]

—A rumor has been going the rounds to the effect that Mr. **S. Kimberly** had purchased the **McKenna mine**. Such is not the case, however, although negotiations are pending tending toward that result, and he has the refusal of that mine as well as the **new discovery** on the same half section (32) for 20 days.

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 2, column 3

Mining Items.

–Rumor says the long talked of sale of the **McKenna mine**, to the **Kimberlys**, has been consummated, and that the mine will ship largely during the coming season.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 2

THE purchasers have changed the name of the **McKenna mine**. It will be known hereafter as the **Keel Ridge mine**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 10 [Saturday, February 7, 1880], page 3, column 3

THE **Waucedah correspondent** of the **Agitator**, “W.A.H.,” speaking of the sale of the **McKenna mine** (now called **Keel Ridge**), carries the idea that the whole of the **McKenna, O’Callaghan & McCartney** interest was comprised in the purchase, which we do not understand to be the case. As we have been informed, the sale included only the first mine opened on the property, the **McKenna mine**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22 [Saturday, May 1, 1880], page 8, column 2

Range Items.

–The **Lumbermen’s mining company** has found good ore, and plenty of it, on an option near the **Commonwealth**.

–Mr. **Swineford** went out on the range on Monday, and the **Journal** of to-day [sic] will contain another of his **range articles**.

–New **telegraph offices** have been established at **Hermansville**, with **A.F. Sanford** in charge, and **Norway mine branch**, with **C.J. Molloy** in charge.

–The **railway company** has laid a **mile of track west of Quinnesec**. The track is expected to reach the river by the first of June and give transportation facilities to the **McKenna, Keel Ridge, Ludington and Chapin mines**, each of which will have its side track ready by the time the main track reaches them.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–The **Keel Ridge mine** will probably commence shipping by the 15th.

–The mines west of **Quinnesec** and between there and the river – the **Keel Ridge, McKenna, Chapin, Ludington and Lake Antoine** – have their **sidings** well advanced, and will be in shape to ship ore as soon as the **main line of railroad** is completed.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 28 [Saturday, June 12, 1880], page 8, column 2

Range Items.

–**Keel Ridge mine** commenced to ship ore on Friday of last week.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

LUDINGTON MINE [Iron Mountain]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 43 [Saturday, September 27, 1879], page 2, column 3

[Menominee Herald.]

–The “**Lumbermen’s Mining Company**” was organized here last week Wednesday, with a paid up cash capital of \$100,000. The following are the officers of the company: president, **H. Ludington**; vice-president, **S.M. Stephenson**; secretary, **Jos. Fleshiem**; Treasurer, **Isaac Stephenson**. The following gentlemen are the board of directors: **H. Ludington, Daniel Wells, Jr., A.A. Carpenter, Samuel M. Stephenson, Isaac Stephenson and Joseph Fleshiem**. The operations of the company will be on their lands along the Menominee range.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 1 [Saturday, December 6, 1879], page 2, column 4

[Menominee Herald.]

–The **Lumbermen’s Mining Company** has made a new and promising **discovery** on **25, 40, 31**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 2

CAPT. JAS. TOBIN has resigned his position with the **Lumbermen’s mining**

company, and will hereafter have charge of the **Commonwealth**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 11 [Saturday, February 14, 1880], page 3, column 3

WE gather from the **Menominee Range** that the mine heretofore known as “**Saginaw, sec. 4**,” will hereafter be called the **Perkins mine** – that the new boiler for the **Norway** has been received, and the mine lighted by electricity – that the work of putting the **Chapin mine** in order for producing is going on rapidly and the season’s output is expected to reach 50,000 tons – that a Bullock drill has been put at work on the **Cyclops** property – that the name of the mine on 20, 40, 30 has been changed from **Cornell** to **Lake Antoine** and that the owners expect to ship 50,000 tons during the coming season, and that the **Ludington mine**, under the management of **Capt. Bray**, is now yielding 50 tons a day, with good prospects for a large increase. Altogether the Menominee range is booming.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–**Capt. Williams**, late of **Norway**, is now in charge of the **Ludington mine**, and **Capt. Tobin** of the **Commonwealth**. **Wm. Morrison**, late pit boss at No. 3 pit of the **Vulcan**, has been appointed captain of the **Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Saturday, May 1, 1880], page 8,
column 2

Range Items.

–The **railway company** has laid a **mile of track west of Quinnesec**. The track is expected to reach the river by the first of June and give transportation facilities to the **McKenna, Keel Ridge, Ludington and Chapin mines**, each of which will have its side track ready by the time the main track reaches them.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–**Captain Williams**, formerly of the **Norway mine**, and more lately of the **Ludington**, is now mining superintendent of the **Lumbermen's mining company**.

–The mines west of **Quinnesec** and between there and the river – the **Keel Ridge, McKenna, Chapin, Ludington and Lake Antoine** – have their **sidings** well advanced, and will be in shape to ship ore as soon as the **main line of railroad** is completed.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 24 [Saturday, May 15, 1880], page 8, columns 2-3

Range Items.

–On Thursday morning at 3 o'clock, a **cave-in** occurred at the **Ludington mine**, by which **two men lost their lives** and a third was severely if not fatally injured. The shaft, at the bottom of which the men were

working, had been timbered down to the rock, and was considered safe, but the water had worked down outside the timbering and so loosened the earth that the timbering was crushed inward and some fifteen or twenty tons of earth precipitated to the bottom, where the men were caught and buried. We have not yet heard the names of the men, but hope to do so before we go to press. Apart from the loss of life, the accident is of little account, and will not delay the shipment of ore from the mine, as the shaft is cleared before now and the timbering repaired and further strengthened.

–In the last number of the **Journal** Mr. **Swineford** describes the **Ludington mine** and an opening on **9, 39, 29**, both the property of the **Lumbermen's company**. Of the former he says: "At the time of the writer's visit to the mine, about 6,000 tons of ore had been mined, and, should the openings continue to improve, it is not improbable that a product of 25,000 to 30,000 tons may be reached the present year. Other promising explorations are being made by the company on the southwest quarter of the same section, in what is believed to be a part and parcel of the deposit already referred to. Should this supposition prove correct, it is not improbable that the run of ore extends entirely across the section, from southeast to northwest, on lands wholly owned by, or under lease to, the company." Of the opening on section 9, after description, he says: "Situated as this tract is, between the **Curry** and **Cyclops**, it is hardly probable that operations now in progress can fail to develop upon it a paying mine."

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 25 [Saturday, May 22, 1880], page 8, columns 1-2

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Range Items.

–The names of the **men killed at the Ludington mine**, on Thursday of last week, were **Oliver Gardiner, Isaac Winn and John Tighe**; the two former Cornishmen and bachelors, the latter an Irishman with a wife and eight children.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 28 [Saturday, June 12, 1880], page 8, column 2

Range Items.

–The **Chapin and East Vulcan mines** have commenced shipping ore, and the **Ludington and Lake Antoine** will follow soon.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 31 [Saturday, July 3, 1880], page 8, column 2

Range Items.

–The **Ludington mine** commenced shipping on Thursday, and the **Cornell (Lake Antoine)** will probably commence today.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 28 [Saturday, June 18, 1881], page 1, column 3

FRANK ROACH, a brakeman employed on ore train No. 52, was severely hurt at the **Ludington mine** on Monday. He was standing on the back end of the tender as some cars were being pushed, when the draw-head of the car next [to] the engine broke and the broken

end caught and crushed his ankle. He was brought to **his home at Norway** and placed in **Dr. McLeod's** care, who **amputated the leg** on Wednesday.

NORWAY MINE [Norway]

The Iron Port, Escanaba, Delta County, Michigan, Volume IX, Number 43 [Saturday, September 28, 1878], page 2, column 1

MINING.

The most promising openings [*sic - opening*] that has ever been made in the **Menominee Iron Range** is the one opened some two miles west of the **Vulcan mine**, which has been christened the **Norway**. The ore is a rich hematite, free from rock and is covered with very little surface matter, amounting at present to 5 or 6 feet. Back from the present opening the ground ascends and the ore seems to follow the rise of the hill. Test pits have been sunk for quite a distance; in each case striking the ore at nearly a uniform distance. At present the **Menominee mining company**, who are the lessees, are taking out about 100 tons of clean, No. 1 ore each day, with a very small force of men. From present indications this mine will develop into a very large one.

The main tunnel on the lower level of the **Quinnesec mine** is now about 300 feet. The last 30 feet runs through ore of quite uniform grade.

The **Breen Mining Co.** have opened a new pit, No. 3, to the westward of No. 2 with very promising prospects. The present width of the vein is about 30 feet. In the center of it they have sunk a shaft and drilled to a distance of about 24 feet. --

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Good ore was found the entire distance. Considerable soil and rock has to be moved which may be entirely obviated as the work progresses. A test pit sunk 60 feet to the north reveals the same ore. It has also been struck in a pit 150 feet to the north, but rock intervenes, although the veins may be continuous as they progress lower down. No. 2 pit is not looking quite as promising as the company would wish although this may change for the better. The geological formation at this mine is rather singular and in some places the rock seem [sic - seems] to have no regular dip, but is all mixed up as though it had been subject to a great convulsion at some time or other. This mine is working a force of about 40 men. The pockets at the siding opposite pit No. 1 have been removed to opposite pit No. 3.

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. 15

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**.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 14 [Saturday, March 8, 1879], page 2, column 1

MENOMINEE IRON RANGE.

The New Bonanza. A \$120,000 Stockpile

Visit to the Iron Mines.

NORWAY.

This newly developed mine continues to look well and a handsome stock pile of 10,000 tons show the activity with which it has been worked during the season. The management is now engaged in building a trestle work in order to bring the ore from their upper workings to the level of the railroad track. When finished a much larger output may be expected.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 1

A VISIT TO THE DIFFERENT LOCATIONS.

NORWAY MINE.

From the Cyclops, we proceeded to the Norway mine, accompanied by Mr. Knight who very kindly showed us around, making the explanations usually thought necessary on such occasions. Sinking on No. 1 shaft, south of the track, is still continued, a small engine being used to keep it clear of water. No. 1 pit is down about 30 feet and shows a vein 30 feet wide. As yet neither foot or [sic – nor] hanging wall has been seen. No. 2 shaft is sunk to a depth of 50 feet. Cross-cutting has commenced with a view of striking the foot wall. The shaft will also be sunk deeper. Not much work has been done on No. 3 pit for some time, although there in [sic – is] plenty of ore in sight. The

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

first opening on No. 3 is in good ore, and the second opening, which is about 1000 feet north, has been sunk 30 feet, almost all the way in ore. Should they run together, which they have every indication of doing, the vein will be at least 100 feet wide. The stripping that has already been done between these two opening [*sic – openings*] show [*sic – shows*] good ore, stripping a little northeast also reveals ore. Work has just commenced on No. 3 pit. The stock pile of the Norway contains about 20,000 tons, and it is estimated that the output will be all of 30,000 tons more this season. The quality of the ore is not so good as that of the Cyclops, but occasionally one is found in pockets of a steely nature which adds considerably to its market value. Thirty cars of ore per day is the average shipment from this and the Cyclops. Nearly 160 men are employed in both mines.

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

QUINNESEC. – From the *Menominee Range*:

John Murphy, at work in the **Norway mine**, had both bones of his left leg broken the other day by a portion of the foot wall falling.

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

The **Cyclops** is shipping about 125 tons of ore daily. Three hoisting drums are in operation. As soon as the timbering is completed night work will commence at shaft No. 2. The output of the **Norway** is about the same as that of the Cyclops.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 31 [Saturday, July 5, 1879], page 2, column 4

IRON AND MINING ITEMS.

The immensity of the **Norway mine** is what strikes a person on his first visit to it. The deposit extends clear across a forty, and has been traced for nearly half a mile beyond that. The ore seems to be deposited in large pockets, and separated [*sic – separated*] only by a thin belt of rock. The incline from the top of the hill is well under way, and all of the ore from the top will be removed by this incline.

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

[Menominee Range.]

–The new engine for the **Norway mine** is in place, the incline is nearly ready, and in about two weeks it is expected the ore from the top of the hill will run down it.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 1 [Saturday, December 6, 1879], page 2, column 4

[Menominee Herald.]

–The **Norway mine** will have shipped nearly 75,000 tons of ore at the close of 1879.

–A **deposit of hard ore** has been found on the **Norway property**. At the present showing it is as good as the best of the L.S. hard ores.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 6 [Saturday, January 10, 1880], page 3, column 2

A WAREHOUSE belonging to the **Menominee mining company**, at the **Norway mine**, was destroyed by fire on Monday last. Loss about \$1,500. Origin of fire unknown.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 2, column 3

Mining Items.

–The **Norway mine** is said to be turning out ore at the rate of 1,000 tons per day.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 10 [Saturday, February 7, 1880], page 3, column 2

THE **Menominee mining company** will build and stock a **store**, at the **Norway mine**, next spring.

ELECTRIC exploders are to be used in the mines at **Norway**, instead of fuses. Safer and more expeditious [*sic* – *expeditious*].

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 11 [Saturday, February 14, 1880], page 3, column 3

WE gather from the **Menominee Range** that the mine heretofore known as “**Saginaw, sec. 4**,” will hereafter be called the **Perkins mine** – that the new boiler for the **Norway** has been received, and the mine lighted by electricity – that the work of putting the **Chapin mine** in order for

producing is going on rapidly and the season’s output is expected to reach 50,000 tons – that a Bullock drill has been put at work on the **Cyclops** property – that the name of the mine on 20, 40, 30 has been changed from **Cornell** to **Lake Antoine** and that the owners expect to ship 50,000 tons during the coming season, and that the **Ludington mine**, under the management of **Capt. Bray**, is now yielding 50 tons a day, with good prospects for a large increase. Altogether the Menominee range is booming.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–The **Menominee mining company** is to build a large **boarding house** near the **Norway location**, and dig a big well to furnish a supply of water for ordinary use and to extinguish fires should any occur.

–**Capt. Williams**, late of **Norway**, is now in charge of the **Ludington mine**, and **Capt. Tobin** of the **Commonwealth**. **Wm. Morrison**, late pit boss at No. 3 pit of the **Vulcan**, has been appointed captain of the **Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 15 [Saturday, March 13, 1880], page 3, column 5

Range Items.

THE work at the **Norway mine** is vigorously pushed. The stock pile already contains 50,000 tons.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

IT is proposed to put up a **furnace at Norway**. Ore is at hand, and fuel and flux not far away, and the cash is ready for investment. **Jo. Harris**, formerly in charge of the **Jackson iron company's furnace at Fayette**, is likely to be engaged in the new enterprise. From one well qualified to judge, we learn that the proposed location is extremely favorable and that a stack capable of a product of 35 tons a day can be put in operation at a cost not exceeding \$50,000. We hope to be able to announce the blowing in of the new furnace by the time the boys being to buy shooting crackers for "the fourth."

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 16 [Saturday, March 20, 1880], page 3, column 3

MRS. KATON removed, on Friday, to **Norway**, where she takes the **Menominee mining company's boarding house** at the **Norway mine**, a position and business for which she is eminently qualified.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 16 [Saturday, March 20, 1880], page 3, column 5

Range Items.

CAPT. JOHN OLIVER succeeds **Capt. Williams** at the **Norway**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 20 [Saturday, April 17, 1880], page 8, column 2

Range Items.

THE **Norway mine** is now putting out 600 tons a day.

THE **Quinnesec, Vulcan, Norway, Cyclops,** and **Stephenson** mines commenced shipping on Monday. There are 60,000 tons in the **Norway** stockpile.

HENRY REVORD, a **teamster** in the employ of the **Norway mine**, spoiled his hand by picking at a giant powder cartridge with a pin. The cartridge and four of his fingers went off at the same time.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22 [Saturday, May 1, 1880], page 8, column 2

Range Items.

–New **telegraph offices** have been established at **Hermansville**, with **A.F. Sanford** in charge, and **Norway mine branch**, with **C.J. Molloy** in charge.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–**Captain Williams**, formerly of the **Norway mine**, and more lately of the **Ludington**, is now mining superintendent of the **Lumbermen's mining company**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 25 [Saturday, May 22, 1880], page 8, columns 1-2

Range Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

–The **company's store** at the **Norway mine** is stocked and open, under the charge of **Mr. Hannan**.

–When the company can get cars, the **Norway mine** ships over 1,000 tons per day. –Range.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 52 [Saturday, November 27, 1880], page 8, columns 1-2

Range Items.

–**Frank Bureau** had his **leg crushed by an ore car**, at the **Norway mine**, and refuses to submit to amputation, thereby imperiling his life. –Norway Chronicle.

OLD DAN MINE [Menominee Iron Range]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 38 [Saturday, August 23, 1879], page 2, columns 3-4

[Menominee Herald.]

–The “**Old Dan**” continues to look very encouraging. The shaft which is being sunk on the vein shows better ore and less banded as it goes down, while farther explorations to the northward have revealed what promises to be a good vein of hard ore near the top of the hill. There is no doubt but that a valuable deposit has been secured, and so certain are the proprietors of this fact that they are making preparations to commence shipping this season.

OLD HARRY MINE

[Menominee Iron Range – Ludington Mine, Iron Mountain – ?]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 2

IRON AND MINING ITEMS.

The NEW “**Old Harry**” mine on the **N.W. 1/4, of Sec. 25, T. 40 R. 31**, owned by **Robt. Stephenson**, ex-Governor [*sic* – *Governor*] **Harrison Ludington** and others, promised to be the biggest discovery yet made on the **Menominee River mineral range**. The explorations are under charge of **Capt. Tobin**, one of the best miners in the country. It is yet impossible to tell the exact width or length of the vein. It has been uncovered for a distance of nearly 70 feet and test pits have already revealed a continuous deposit for nearly a quarter of a mile in length. Stripping is light and it now looks as though a mountain of iron ore might be there.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 2, column 1

IRON AND MINING NEWS.

OLD HARRY.

In company with others, the reporter of the “Iron Port” made a visit to the new mine situated at the base of **Pine River Bluff**, on **Sec. 25, T. 40, R. 21**, about **five miles northwest from Quinnesec**. It is early yet to say anything definitely in regard to the extent of the deposits as the prospecting has only commenced. Test pits have been

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

sunk along the course of the vein, for a distance of about 700 feet and in every case they have penetrated the ore deposit. The width of the vein has not yet been ascertained. The ore is a blue hematite and looks well. There is hardly a chance for a doubt, but that this is one of the most important “finds” on the range. The stripping is light, increasing somewhat as the bluff is extended. The work is under the charge of **Capt. Toms**, formerly of the **Commonwealth**, who is a practical and experienced iron miner. We understand that the company intend [*sic – intends*] to place a large force at work on it in a short time.

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

Hard ore has been struck on the “**Old Harry**” location.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 31 [Saturday, July 5, 1879], page 2, column 4

IRON AND MINING ITEMS.

Mr. **J.L. Buell** sold his one third optional interest in **southeast quarter of section 25, 40-31**, Tuesday, to **R. Stephenson** and others, for the sum of \$7,500 in cash.

QUINNESEC MINE [Quinnesec]

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.

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[Compiled and Transcribed by William J. Cummings]

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 existance [*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 **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.

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

Work on the **Menomenee** [*sic – Menominee*] **Range Railway** is being pushed with great vigor, there being a force of not less than 600 men employed[.] **Clark, Lipe & Co.** have 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 – Quinnesec*] 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 – Quinnesec*] across the river to the newly discovered deposits in Wisconsin.

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 Quinesaik** [*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 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 **Quinesaik** [*sic – Quinnesec*] mine by the first of August next. The frost is a hindrance rendering it necessary to use blasting 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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

considerable work being done the coming summer along the line of this road in the way of prospecting for mineral *[sic]*.

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 railway**, 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.

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

[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 on the first train that arrives here. 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 docks 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.

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[Compiled and Transcribed by William J. Cummings]

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

THE MENOMINEE RANGE.

[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

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[Compiled and Transcribed by William J. Cummings]

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 [*sic* – *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

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 of 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 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 HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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

The location of a postoffice [*sic – post office*] 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 471 [Saturday, July 28, 1877], page 8, column 1

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

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[Compiled and Transcribed by William J. Cummings]

in two or three more slopes. 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 everything was being carried on; also with the future prospects of the mine. They are both gentlemen who are glad to see their employee 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, 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.

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

Mining and Furnace News.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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

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 **Quinnesalk** [*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 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, 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 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 charged to **Vulcan**, which will also 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.

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. 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

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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. [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 47 [Saturday, October 27, 1877], page 2, column 4

Mining Items. 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 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 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

[To the Editor.]

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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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**, 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 at 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 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.

HERE

The Iron Port, Escanaba, Delta County, Michigan, Volume IX, Number 43 [Saturday, September 28, 1878], page 2, column 1

MINING.

The main tunnel on the lower level of the **Quinnesec mine** is now about 300 feet. The last 30 feet runs through ore of quite uniform grade.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 14 [Saturday, March 8, 1879], page 2, column 1

MENOMINEE IRON RANGE.

**The New Bonanza. A \$120,000
Stockpile**

Visit to the Iron Mines.

QUINNESEC.

This promising mine at the present terminus of the **Menominee River railroad** is being worked very favorably and since the tunnel has been completed the chances for working it to advantage are much better than they were. The further end of the tunnel penetrates into a large body of very fine ore and the facilities for handling the same are now unsurpassed. The management is now engaging in connecting the different shafts with the second level which is about 115 feet below the surface. When everything is complete we shall expect to record a very large

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

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output. The stock pile at present contains about 5,000 tons.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 1

A VISIT TO THE DIFFERENT LOCATIONS.

QUINNESEC MINE.

It is hardly thought necessary to say much about this mine this week, it having been made the subject of an article in our last issue. The hoisting machinery is in operation and facilitates work very much. The stock pile has between 8 and 9,000 tons, and it is estimated that about 35, 000 tons will be shipped this season.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 29 [Saturday, June 21, 1879], page 2, column 1

WE learn that **John L. Buell** has sold his eighth interest in the **Quinnesec mine** to **J.J. Hagerman** for something over \$10,000. Cheap enough.

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

[Menominee Range.]

–The **diamond drill** started up Monday morning to explore for the **Quinnesec** vein. It commenced boring at an angle of 25 degrees.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 38 [Saturday, August 23, 1879], page 2, columns 3-4

[Menominee Range.]

–The **diamond drill** had reached a depth of 325 feet on Tuesday evening.

–Several of the **new tanks** are in place and the pipe connecting them will be laid shortly. The capacity of each tank is estimated to be about 2,700 gallons.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 43 [Saturday, September 27, 1879], page 2, column 1

THE old **Quinnesec** does not show as large in the shipments of this season as some of its younger rivals, but **Capt. Morcom** is getting things in shape for a big output in 1880. The vein gets better and wider as they go down in it.

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.

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

[Menominee Range.]

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9 [Saturday, January 31, 1880], page 2, columns 3-4

[Menominee Range.]

–The search for the **Quinnesec vein** (with the **diamond drill**) is unsuccessful as yet.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 20 [Saturday, April 17, 1880], page 8, column 2

Range Items.

THE **Quinnesec**, **Vulcan**, **Norway**, **Cyclops**, and **Stephenson** mines commenced shipping on Monday. There are 60,000 tons in the **Norway** stockpile.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 26 [Saturday, June 4, 1881], page 8, columns 1-2

Range Items.

–The **miners at the Quinnesec** organized a small **strike** the 23d [sic – 23rd], which lasted about twenty-four hours. The removal (or rather the resignation) of the **mine physician**, **Dr. Hutchinson**, was the cause of the trouble.

SAGINAW MINE
[PERKINS MINE]
[Norway]

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 railroad 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.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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.

HERE

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 31 [Saturday, July 5, 1879], page 2, column 4

IRON AND MINING ITEMS.

At the **Saginaw mine** everything is booming. The vein or veins – for there appears to be two, but it may be but a horse of rock – are stripped for a distance of 300 feet, and about 50 feet, in width. What appears to be the foot and hanging walls have been found, and the formation assumes a regularity that is not seen in every mine on the range. The spur to the mine has been graded for a distance of 1,400 feet, and the work of laying the track is progressing rapidly. Three derricks are being put in, – one will be worked by horse power and the other two by steam power, and so arranged that the ore will be hoisted from the mine and dumped into the cars. A 20 horse power engine and boiler, used by the Saginaw Co. in their mine in the Lake Superior region, has been put in place, and will do the work of hoisting at present, as well as keeping the mine as free from water as possible. **Capt. Perkins** thinks that they will be able to commence shipping by the first of next week.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 36

[Saturday, August 9, 1879], page 2, column 3

[Menominee Range.]

–Monday the **Saginaw Mining Co.** shipped 35 cars of ore from their mine.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 4

A **miner** was **killed at the Saginaw**, on Thursday, by a fall of rock from the hanging wall, and a **boy had his skull fractured** at the same mine by a bit of flying rock from a blast. We did not learn either of the names.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 11 [Saturday, February 14, 1880], page 3, column 3

WE gather from the **Menominee Range** that the mine heretofore known as “**Saginaw, sec. 4**,” will hereafter be called the **Perkins mine** – that the new boiler for the **Norway** has been received, and the mine lighted by electricity – that the work of putting the **Chapin mine** in order for producing is going on rapidly and the season’s output is expected to reach 50,000 tons – that a Bullock drill has been put at work on the **Cyclops** property – that the name of the mine on 20, 40, 30 has been changed from **Cornell** to **Lake Antoine** and that the owners expect to ship 50,000 tons during the coming season, and that the **Ludington mine**, under the management of **Capt. Bray**, is now yielding 50 tons a day, with good prospects for a large increase. Altogether the Menominee range is booming.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 20 [Saturday, April 17, 1880], page 8, column 2

Range Items.

MR. SWINEFORD's "range" article, in the **Journal** of Saturday last, took notice of the **Stephenson** and **Saginaw sec. 4** mines, which he considers good, though comparatively small, properties, and to each of which he credits a probable output of 40,000 tons during the present season. We understand that the pressure of other business will compel Mr. S. to defer the inspection of the remaining mines of the **Menominee range** for some weeks.

SMITH MINE [Menominee Iron Range]

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

Mining and Furnace News.

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.

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.

SPUR MINE

[Menominee Iron Range]

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

Mining and Furnace News.

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.

STEPHENSON MINE [Norway]

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

[Menominee Range.]

–The development of the **Stephenson mine** at section 4 is progressing rapidly. It is thought that the property has been shown up sufficiently to warrant the company in commencing shipping, which, we are informed, they intent doing on or about the 15th inst. [*of this month*]

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

[Menominee Range.]

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

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 24 [Saturday, May 15, 1880], page 8, columns 2-3

Range Items.

–A swede [sic - Swede] named **Albourg**, who was **injured by the fall of a bucket** in the **Stephenson mine** some time ago, suffered **amputation of the leg**, last week. Gangrene had set in and his life was in danger.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 38 [Saturday, August 21, 1880], page 8, columns 1-2

Range Items.

–A **Frenchman**, name not given, was **killed on the Stephenson mine side-track**, on Saturday last. **A loaded car, drawn by a horse, ran over him.**

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 39 [Saturday, August 28, 1880], page 8, columns 1-2

Range Items.

–The man who was killed at the **Stephenson mine** was a **Frenchman** named **Rubaur**.

STURGEON MINE [Norway]

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 18 [Saturday, April 2, 1881], page 8, column 1

Range Items.

–The work of laying the side-track to the **Sturgeon mine** is now in progress.

TRADERS MINE [Near Iron Mountain]

Menominee Democrat, Menominee, Menominee County, Michigan, Volume 1, Number 29 [Saturday, May 22, 1886], page 1, column 5

A trip to the Cornell and Traders Mines.

Messrs. **R.J. Sawyer**, **Joseph Juttner** and **T. Cole**, of this city, paid a visit to Iron

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Mountain on Tuesday for the purpose of visiting the **Cornell and Traders mines** in which they are interested. THE DEMOCRAT pencil pusher received an invitation and made one of the party. The ride from Iron Mountain to the mines, a distance of about three miles, was an enjoyable one, and was made in due course of time owing to the persuasive powers of a witch hazel tree of small dimensions, gathered along the roadside, and wielded with dexterous skill by our Jehu *[sic]*, Mr. Sawyer. Justice demands the explanation that on account of a funeral being in progress no rigs were obtainable at the famous stables of **H.G. Fisk**, and livery accommodations were secured elsewhere.

Arriving at the mine the services of **Capt. Carbiss** *[sic – Carbis]* were secured, who first escorted our party to the workings at the west end, which are about 600 feet from the main works. Here a tunnel has been extended into the mountain about 100 feet, and at that time about 7 feet of good blue ore had been taken out. The prospects get better as the work progresses, and Capt. C. said that the ore last taken out would assay from 55 to 59 per cent. There is every indication here of a rich find.

About a quarter of a mile climb up the mountain to the northwest, and we arrive at the **Traders**, where **Capt. Davey** is in charge. Here we found a shaft 8x10 sunk to a depth of about 75 feet. They are now over twenty feet below the drift, and are taking out a good quality of blue ore. The hoisting is done by a horse power engine, night as well as well *[sic]* as day shifts are employed, and the work is being pushed forward fast as possible. Some 400 feet to the north a rich body of red or hematite ore, 20 feet wide and 10 feet thick has been discovered, which will assay over 60 per cent of metallic iron. Although it will take considerable funds to place this mine on a

substantial paying basis, it is the general belief that with the present outlook stock in the Traders is a good investment. Capt. D. is the person who first discovered the mine, and it is hinted that he has another “rich find” which he is keeping quiet at present for good and sufficient reasons.

Returning to the main works of the Cornell, a few minutes was profitably employed in looking around. We were told that the mine is producing at present between 40 and 50 tons of ore per day, or nearly enough to pay all the working expenses. About 50 men are employed, but several of these are contractors who are working seams of ore on the north side of the open pit at so much per ton. At the east end where the vein of red ore has been uncovered four men are taking out fifteen tons per day. The depth or width of this vein is not yet known, but the captain thinks that it is the same vein which the Traders’ folks have found north of their main shaft. If this be the case, and the other workings turn out as anticipated, the captain says they will have work for twenty years, at the lowest calculations.

The shipping pocket will hold about 700 tons, and must have cost at least \$2,000. There were several hundred tons in the pocket Tuesday, and men were at work loading cars. All the facilities and labor saving appliances that ingenuity can devise are brought into use, and the work goes forward expeditiously.

Howard Brooks, the trusty time keeper *[sic – timekeeper]*, was on hand to welcome the party. Howard says he is kept pretty busy but he will try and visit Menominee the Fourth of July.

On the return trip Messrs. Juttner and Cole stopped off at **Waucedah** to inspect the dormant mines at that place, in which Mr. Juttner used to be heavily interested. They found that the machinery and even the buildings have been stolen and bodily

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

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carried away. That settles the mining business in Waucedah.

VERMILLION MINE [Menominee Iron Range]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–**Capt. Bryon White** has assumed charge of the **Vermillion mine** and commenced active operations.

VULCAN MINE [BREITUNG MINE] [Vulcan]

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. Whethef [*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.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

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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.

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

Work on the **Menomenee** [sic – *Menominee*] **Range Railway** is being pushed with great vigor, there being a force of not less than 600 men employed[.] **Clark, Lipe & Co.** have 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 – *Quinnesec*] 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 – *Quinnesec*] across the river to the newly discovered deposits in Wisconsin.

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

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

[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 on the first train that arrives

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

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here. 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 docks 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 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 **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

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[Compiled and Transcribed by William J. Cummings]

all planted; health of the location good; no rain as yet; we need it very badly.

WOLVERINE

BREITUNG, June 6, 1877.

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

Mining and Furnace News.

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

THE MENOMINEE RANGE.

[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 [*sic* – *half-finished*] railroad we come to the **Breitung**, and are welcomed by our old friend **Capt. Jack Armstrong**, who takes

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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 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 of 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 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

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

The location of a postoffice [*sic – post office*] 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.

SPALDING, 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 railroad 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 Mining Journal, Marquette, Marquette County, Michigan, Number 468

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[Compiled and Transcribed by William J. Cummings]

[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 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.

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 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 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

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very much, but the cars being at the Breen they can haul it on wagons.

Supt. Whitehead is expecting a number of the gentlemen who constitute the company here to-day, 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 Mining Journal, Marquette, Marquette County, Michigan, Number 471 [Saturday, July 28, 1877], page 8, column 1

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 slopes. 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.

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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 everything was being carried on; also with the future prospects of the mine. They are both gentlemen who are glad to see their employee 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, 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 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 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 is pay day 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; he is on his way to the Commonwealth mine.

Scarcely a day pass 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.

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[Compiled and Transcribed by William J. Cummings]

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 [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 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 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'd had a whole pack of artillery along with him.

Deer are more than plenty.

WOLVERINE.

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

On The Menominee Range.

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.

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[Compiled and Transcribed by William J. Cummings]

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 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 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 **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.

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, 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 made. This is the best evidence that could

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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 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 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

[To the Editor.]

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**, 10 miles from the **Quinnesec mine**. Here, in

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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 at 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 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, column 1

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 [*sic – El Dorado*]. 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.

HERE

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. 15

The **new store** at **Vulcan** is nearly ready to be occupied.

Mr. Hultz [*sic – 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 Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 20 [Saturday, April 17, 1880], page 8, column 2

Range Items.

THE **Quinnesec**, **Vulcan**, **Norway**, **Cyclops**, and **Stephenson** mines

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

commenced shipping on Monday. There are 60,000 tons in the **Norway** stockpile.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 14 [Saturday, March 8, 1879], page 2, column 1

MENOMINEE IRON RANGE.

The New Bonanza. A \$120,000 Stockpile

Visit to the Iron Mines.

VULCAN.

This mine is looking well and the management have a beautiful clear stock pile of No. 1 ore of about 6,000 tons. The company are [sic – is] working this mine light this winter as they are paying more attention to other openings on the same vein. They have determined to make a thorough examination of their property with a diamond drill and will commence operations in that line shortly. No. 3 pit has been abandoned for the present.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 1

A VISIT TO THE DIFFERENT LOCATIONS.

THE VULCAN.

We made a hasty visit to the Vulcan, but fortunately found **Capt. Schwartz** about to

enter the mine, and availed ourself [sic – ourselves] of the opportunity presented to investigate. No. 1 pit is the only one in operation just now. Have sunk 107 feet on the ledge, and are running a tunnel under the first level in order to work the men to advantage. The work of stoping down into the first level has commenced. The vein forms a sort of triangle, starting at about 12 feet on the surface and enlarging to 50 feet when the lower level is reached. What was supposed to be the foot wall has been broken through, and behind it is revealed just as good ore as any in the mine, the rock being only about 12 inches thick. The tunnel running east from the main pit is about 200 feet in length, and running west from the same point, about 90 feet through 1st quality ore. At present 125 tons per day is shipped, which amount will probably be increased soon. Have 9,000 tons in stock pile and will probably get out from 20,000 to 30,000 tons more this season. It is thought that there is not a mine on the Range where the ore is taken out with as little labor and cost. The diamond drill, operating about 100 yards southwest of the mine, is endeavoring to tap the vein 75 feet below the first level. So far a great deal of trouble and expense has been experienced, owing to the breaking of the diamonds. Small veins of good ore were gone through, but nothing of any importance struck. A force of 75 men are [sic – is] employed at this mine.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 23 [Saturday, May 10, 1879], page 2, column 1

IRON AND MINING NEWS.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The **Vulcan mine** on the **Menominee River range** has an excellent showing of ore at the present time. In fact the mine looks as well or even better than it did before. They are now working in the lower level, in a very fine body of blue hematite ore. The tunnel at this depth is about 175 feet in length. The new openings northwest of the old pit, are making a very fine showing. The cap rock here seems to be of considerable thickness, but the quality of ore is fully up to the standard of the former workings. An incline is being built to the track. The diamond drill at the foot of the hill, when we were there, had penetrated to a distance of about 110 feet, at an angle of 40 degrees. Some ore had been struck, but it was mainly in narrow seams. They were running it with a view of striking the main body of ore in the hill.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 31 [Saturday, July 5, 1879], page 2, column 4

IRON AND MINING ITEMS.

The **Menominee Mining Co.**, are about to continue explorations near pit No. 2 of the **Vulcan**. There is about 2,000 tons of first-class ore near the pit, which the Co. propose to ship this season.

The diamond drill at work at the **Vulcan** had penetrated to a depth of nearly 430 feet on Saturday last, when the bit became fast in the hole and could not be removed. They have been fishing for it ever since, but up to the present time had failed to get it out. It will delay them some time probably. A case has been known where it has taken seven weeks to remove one that had become fast in a like manner. – Menominee Range.

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

[Menominee Range.]

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

–The **Menominee mining company** is shipping 250 tons of ore from the **Vulcan mine** to parties in Pittsburg, by rail.

–The **Menominee company** is preparing to work again the unused pit No. 2 of the **Vulcan**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–**Capt. Williams**, late of **Norway**, is now in charge of the **Ludington mine**, and **Capt. Tobin** of the **Commonwealth**. **Wm. Morrison**, late pit boss at No. 3 pit of the **Vulcan**, has been appointed captain of the **Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 16 [Saturday, March 20, 1880], page 3, column 5

Range Items.

PETER PETERSON, a Swedish miner, was **killed by a fall of rock** from the roof of the **Vulcan mine**, on Thursday evening of last week. He leaves a wife and two children.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Saturday, May 8, 1880], page 8,
columns 1-2

Range Items.

–The **side track of the East Vulcan** will be completed, and shipping begin [*sic*], by the end of the month.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 28 [Saturday, June 12, 1880], page 8, column 2

Range Items.

–The **Chapin** and **East Vulcan mines** have commenced shipping ore, and the **Ludington** and **Lake Antoine** will follow soon.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 34 [Saturday, July 24, 1880], page 8, column 2

Range Items.

–One **Samuel Gayner**, a man about 50 years of age, was **run over and killed by ore train No. 42, Langworthy conductor**, at about 11:30 p.m. on Thursday night, **between Norway and Vulcan**. He was known as a "hard drinker," and our readers may remember that he has paid a fine or two for drunkenness in our police court. As he was killed near a saloon, which is located near the **Vulcan mine track**, it is surmised that he was drunk at the time of his death. He had, at any rate, been drinking during the day. The wheels passed over his neck, severing his head from his body entirely. His latest employment had been that of a **laborer at the Curry mine**. Nothing is known of his

antecedents, and he had no family, at least none that are known.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 35 [Saturday, July 31, 1880], page 8, columns 1-2

Range Items.

–The **death of Samuel Gayner, near Norway**, announced in the PORT last Saturday, was the subject of a good deal of discussion, many persons, and among them the men on the train which ran over him, suspecting that he was killed or came to his death elsewhere, and that his dead body was placed upon the track to cover up a crime. The inquest held on the remains did not get at any evidence in support of the theory, however, and the verdict was "accidental death," which was probably correct. The man was liable to come to his death in just that way.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 46 [Saturday, October 16, 1880], page 8, columns 1-2

Range Items.

–On Friday of last week some cars upon the **Vulcan mine siding** got away from the men in charge and ran out upon the main track just in time to be caught by an ore train. **The engine and a lot of cars were disabled.**

WALPOLE MINE [Iron Mountain]

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 36

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Saturday, August 9, 1879], page 2,
column 3

[Menominee Range.]

–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.

MISCELLANEOUS EXPLORATIONS

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 18 [Saturday, April 5, 1879], page 3, column 3

CAPT. D.H. BACON and Mr. **HAMILTON** of the firm of **Hamilton, Merryman & Co.**, of Marinette. Went out to the **Menominee River mineral range**, on Tuesday last.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 18 [Saturday, April 5, 1879], page 3, column 5

CHAT WITH OUR NEIGHBORS.

QUINNESEC. – From the *Menominee Range*.

Capt. Barrington, of Lake Superior, returned last evening from a week's tour in **town 42, looking over iron locations in that range.** The weather has been most unfavorable for the work.

C.L. Wendel [*sic* - *Wendell*] and **Capt. Williams** have the option of a lease on

Sec. 20, 40, 39, N.E. 1/4. They will commence work before April 1st, and prosecute it closely until the examination is completed. We think one will be found on the property.

A.B. Cornell, Youngstown, O., is at the **Quinnesec House**. He is engaged in an **examination of an iron location on Sec. 20, 40, 30** in which he has an interest. **Jno. R. Wood** is conducting the exploration.

Mr. **J. Frederick**, in charge of Mr. **Nelson's exploration on S.E. 1/4, 11, 39, 39**, reports a very fair prospect of ore. The short time he has had for his work, prevents a definite statement [*of*] ore on the premises.

Jack Armstrong is still digging away on **6, 39, 29**. Is down 45 feet – says the ore in which he has been sinking is running off to the hanging wall. **John** has been to quite an expense in his exploration, and we hope that nothing may happen to prevent the realization of his most flattering expectations.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 19 [Saturday, April 12, 1879], page 3, column 4

MR. JOHN BUELL'S new mine west of the **Quinnesec** town site is looking very promising. He has struck some excellent ore and will continue his operations until it is thoroughly explored.

H.A. TUTTLE of Cleveland, **JOSEPH FLESHEIM, JAMES WALTON** and **ROBT. STEPHENSON** of Menominee, and **J.N. HILLER** and **H.J. BEBEAU** of Escanaba spread themselves out all over the **Menominee range** on Wednesday and Thursday of this week.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 21

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Saturday, April 26, 1879], page 2,
column 1

IRON AND MINING ITEMS.

THE **Saginaw Mining company** have [sic – has] leased the **Hamilton, Merryman Co's** iron lands on the **Menominee River mineral range**.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 22 [Saturday, May 3, 1879], page 2, column 2

IRON AND MINING ITEMS.

J.B. MASS[,] of **Negaunee**[,] and **W.L. WENDELL**, of **Quinnesec**[,] have been engaged for some time in explorations for iron ore on the **northwest quarter of section 2 T.39, R.30**, which is **close to the village of Quinnesec**. They have struck a very fine showing of ore, something similar to the Quinnesec and have traced it, up to this time, a distance of one fourth of a mile. Further investigation may prove it to have a greater continuance. The stripping varies from two to twenty feet.

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

A RUN TO WAUCEDAH.

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, we shall however examine it before long. We are informed the show is good and the

ore somewhat similar to that of the Emmett. It [sic – If] this should prove to be the case it will stimulate other mining explorations in the vicinity.

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

H.S. McMinn is exploring on **section 27, -40, -30**, with favorable results. He has struck soft blue ore of good quality.

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

[Menominee Range.]

–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.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 40 [Saturday, September 6, 1879], page 3, column 6

[Menominee Range.]

–Messrs. **Curry, Swift** and others have taken the option of a lease of **11, 39, 29**. The indications for ore in that vicinity are very favorable.

–The **Menominee Mining Co.** struck some very good ore Monday on **southwest quarter of 5, 39, 29**, near where they have been exploring for some time past.

–The greatest excitement prevailed here last Friday over a supposed **new find on 33, 40, 30**, and some of our moneyed men almost went wild over what was thought to be a bonanza. The option was owned by

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

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Wendel & Mass, three fourths being given to **Hanley Bros.** for exploring. Mr. **Buell** purchased a one-eighth interest of **C.L. Wendel** for \$2,500, Mr. W. holding the other eighth at \$5,000. Careful examination left it doubtful whether Hanleys' find was on 33 or 32, and, further, that the proper vein had not been found, although it is evident that it is in the vicinity. The properties are now being thoroughly explored, and before our next issue we think we shall have something to report.

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

[Menominee Range.]

—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 Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 47 [Saturday, October 25, 1879], page 2, column 3

[Menominee Range.]

—It is rumored that **H.M. Atkinson** and others have **struck ore** on **17, 39, 29.**

—**Dr. Phillips, G.A. Woodford** and others, who have been exploring on **17, 39, 28** for some time past, have **struck ore.**

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

J.C. LEWIS, of **Escanaba**, has made a pretty good thing in iron, if rumor is to be relied on. It says that "Curt" has **sold his interest in an option** on **21, 40, 30**, which had cost him less than \$500, being merely the expenses of exploration, to **S. Kimberly**, for \$6,500. Mr. **Woods**, who conducted the exploration, is said to have sold his interest to the same party for \$5,000.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 52 [Saturday, November 29, 1879], page 2, column 4

[Menominee Range.]

—Some very good **ore** was brought here from **14, 39, 28**, by **Wm. Harrington**, of **Waucedah**, who has been exploring that property for **John McKenna**, of this place.

—The **east half of 11, 39, 29**, where **John Fredrick** has been exploring for some time past, is looking exceedingly well. The vein shows a length of 75 feet and a width of 30 feet, so far as tested. He has sunk over 16 feet in the **ore.**

[Menominee Herald.]

—We were lately shown some very handsome **magnetic ore** taken from some of Mr. **Edward Breitung's** lands on the **Menominee Range.**

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 3 [Saturday, December 20, 1879], page 2, column 3

[Menominee Range.]

—A splendid quality of **blue ore** was brought in last Saturday from **27, 40, 30.**

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

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The option is held by **Buell, McKenna**, and others.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 6 [Saturday, January 10, 1880], page 2, column 3

[Menominee Range.]

–**Explorations** are going on on **9, 39, 29**.

–The **Menominee mining company** have offered **Wendell & Maas** \$10,000 for their find on **26, 40, 30**.

–The **Menominee mining company** has purchased the interest of **John Frederick**, on **11, 39, 29** for \$5,000.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 2, column 3

Mining Items.

–**Breen Bros.** have two very promising openings on land belonging to the **Breen mining company**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9 [Saturday, January 31, 1880], page 2, columns 3-4

[Menominee Range.]

–Finds are reported by **9, 39, 29**, by **Buell** and others, and on **29, 40, 30**, by **Davis**.

–**Hanley** and others have an option on **Wendel & Maas' find** on **6, 39, 29**, and will develop it; price \$10,000. Also, on **33, 40, 30**, upon which they have put a working force.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 10 [Saturday, February 7, 1880], page 3, column 3

IT is rumored that a **new mining company** has been formed, which has acquired control of the mining properties on **sec. 6, 39, 29, sec. 33, 30, 40**, the property developed by **Messrs. Kitchen, Anderson and Surprise** on **Pine creek**, the **northeast quarter of sec. 27, 40, 30**, and the **Wendel & Maas** option on **sec. 26, 40, 30**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–**B. Breen** has purchased and will proceed to develop **Capt. Tobin's find** on **sec. 13**, east of **Vulcan**. The price is said to have been \$4,000.

–**The Chronicle** says that no "speculations of the wild cat order" exist on the range. Maybe so, but **Wendel & Hanley** made a mighty good sale of their **section 6 property** – that's certain.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 15 [Saturday, March 13, 1880], page 3, column 5

Range Items.

PARTIES from Kankakee, Ills., are preparing to **prospect for iron**, near **Waucedah**.

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WE learn from **the Range** that some Swedes who have been **exploring on 28, 39, 19**, have found good ore.

BOTH the **Wisconsin Central** and **Milwaukee & Western railroads** talk of **extensions** to reach the range.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 16 [Saturday, March 20, 1880], page 3, column 5

Range Items.

WE understand that the **Kankakee parties** heretofore mentioned will commence mining on **16, 39, 28**, about a mile northwest of the **Emmett**, as soon as the weather will permit.

THE Norway Iron Chronicle takes exception to a five-line paragraph of ours concerning the **sale of Wendel & Hanley's option on section 6**, and proceeds to "go for" us, accusing us of being "actuated by mere envy" – of "attempting to shake the confidence of the public" and "create a prejudice against" the range, all of which is supremely ridiculous. The growth and prosperity of our town depend largely upon the development of the resources of the **Menominee iron range** – our living depends, only less directly than that of the Chronicle people themselves, upon the increase in population, business and wealth of that district, and so far from wishing to hinder or prevent such development, not even the Chronicle has a more lively interest in the welfare of the range than the PORT. The Chronicle will, however, fail to convince its readers, by pitching into us and talking about "wood-butchers" and "hashery [sic] conductors," that there is no speculation going on in iron (and other) lands, options, &c. That such should be the case would be contrary to all experience; that such is the case on the range at this

time, is not true. We are glad to know, from the Chronicle, that the purchasers of the option referred to have found good ore, and sincerely hope they may develop a property equal to any in the vicinity, notwithstanding which we are held to our original idea, that, in view of what had and had not been done thereon, of what was known and what only inferred, the property was well sold, and we believe **Mr. Wendel** will agree with us.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 17 [Saturday, March 27, 1880], page 3, columns 5-6

Range Items.

MR. **BUELL** has secured the find on **section 33, 40, 30**, which is said to be a big thing.

EXPLORERS say that the **iron region beyond the river** is greater in extent and richer in mineral than the **Menominee county iron fields**.

AN **iron property** near the forks of the **Sturgeon river**, a mile and a half from the **railroad**, has recently been purchased by **Chicago** parties for \$15,000.

BEFORE the thaw there were between two and three feet of snow upon the range, and new explorations are pretty much at a standstill until it shall have gone off.

ANOTHER valuable **mine** is said to have been found, by Mr. **Buell**, on **33, 40, 30**, on Saturday of last week. As we understand the matter, **James Hanley** held an option for a lease on the property, under which he had done exploring sufficient to give it value. Mr. Buell took a twelve day option of purchase on Hanley's right, and within the time so far satisfied himself of the value of the property that he considers the very considerable price of \$12,000, at which he takes it, as a mere bagatelle. There is, no doubt, a world of iron in that

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vicinity, and we rejoice with the fortunate finders. Pluck will win.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 20 [Saturday, April 17, 1880], page 8, column 2

Range Items.

THE **Lumbemen's mining company** have a good show in a new opening on **9, 39, 29**.

MR. MIX, from **Kankakee**, on **15, 39, 28**, and **Chicago** parties on the same section, have good prospects and are working vigorously.

THE finds spoken of in our last issue, near **Paint river**, are, we are informed, one on **20, 43, 33**, by **John McKenna**, another on **11, 42, 33**, by **McKenna, Maltby and Breitung**, and a third, by **Captain Armstrong**, on **13, 42, 33**. Iron, of a good quality and in large quantity, is reported on each, and specimens of the ore have been brought in for assay.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 21 [Saturday, April 24, 1880], page 8, column 2

Range Items.

MR. MIX, on **15, 39, 28**, is preparing for a big summer's work.

THE east end of the range, in the vicinity of **Waucedah**, is attracting a good deal of attention nowadays, and much **exploration** will be done thereon this summer.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22

[Saturday, May 1, 1880], page 8, column 2

Range Items.

–**Explorations** are much delayed by surface water, the product of melting snow.

–We have been shown specimens of the ore from **Kelly and McKenna's find**, on the **Brule**, which appear to be a very rich, hard ore, slaty rather than crystalline, and of a kind to be cheaply mined. The body of ore lies within two feet of the surface and extends entirely across the property, but its width has not yet been determined.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 24 [Saturday, May 15, 1880], page 8, columns 2-3

Range Items.

–A find is reported on **11, 42, 33**. Menominee parties hold the lease.

–The **lumbermen's** [*sic - Lumbermen's*] **mining company** is exploring on **35, 40, 18**, with prospect of finding a mine.

–The **Marinette land company** ha [*sic - has*] commenced making explorations on **sections 11 and 12, 30, 18**, one mile south of the **Commonwealth**.

–The **Breen brothers** are taking out a very fine ore from the new openings near the north line of their property. It is said to be hard specular and very rich.

–**McKenna** and **Breitung** have sent a force to develop their find on **Paint river**. That they have a mine there they are satisfied. Just how big it is they mean to find out.

–“**Curt**” **Lewis** is of the opinion that he has a **mine** on some lands west of the **Menominee river**, the numbers of which he

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did not give us. **Capt. Wood** is doing the exploring.

–Mr. **James Mix**, of **Kankakee**, is very confident that he has a mine on the **sw 1/4 of the sw 1/4 of 15, 39, 28**, north of and adjoining the **Breen property**. He has three pits down upon the ledge, and good indications in each. The Breen opening two hundred feet south of him is further down, and in good ore. Machinery now on the way will soon determine the value of the property.

–Mr. **James Mix** and his associates seem determined to have a mine, or mines, if there are any to be found, having obtained control, by purchase or lease, of over 6,000 acres along the **Menominee range** (mostly within the accepted limits thereof), which is pretty evenly distributed along it, from **Waucedah**, to beyond **Florence**. It includes parcels in **40-27, 39-28, 39-29, 40-29, 39-30, 40-30, 41-31**, and other townships the numbers of which we do not know. There must be iron on some of these lands, and the energy and persistence of Mr. Mix may be relied on to find it.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 30 [Saturday, June 26, 1880], page 8, columns 1-2

Range Items.

–Water troubles not only explorers but miners. **Cyclops and Curry were flooded, and the Lumbermen's company suspended work on section nine until the water subsides.**

MISCELLANEOUS MINING NEWS

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 24 [Saturday, May 17, 1879], page 2, column 1

IRON AND MINING ITEMS.

The little branch of the **Chicago & Northwestern railroad**, extending from what is called “42” [**Powers**] – being that number of miles north of Menominee, Mich. – to **Quinnesec**, which was built last year, is one of the most profitable strips of road in the country, now that the iron mines of the Quinnesec range are being so rapidly developed. It already has contracts to carry out 230,000 tons of ore this season. All the Menominee lumber firms are going into the mining business which, from present indications promises something rich[.] – The ore commands from fifty cents to one dollar per ton more in Cleveland than that mined at Marquette and Escanaba and to show the importance of the yield it is only necessary to say that the average amount annually shipped from the two last named points does not exceed 750,000 tons. The value of the Quinnesec ore lies in the fact that it contains fully one per cent less phosphorous, making it the best in the country for **Bessemer steel**. The **Ludington, Wells & Van Schaick Company** have just struck one of the richest veins on the range, four miles from the town of Quinnesec, and expect to have a mine in full operation by September. – Northwestern Lumberman.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 43 [Saturday, September 27, 1879], page 2, column 3

“Range” Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

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.

[Menominee Herald.]

–The “**Lumbermen’s Mining Company**” was organized here last week Wednesday, with a paid up cash capital of \$100,000. The following are the officers of the company: president, **H. Ludington**; vice-president, **S.M. Stephenson**; secretary, **Jos. Fleshem**; Treasurer, **Isaac Stephenson**. The following gentlemen are the board of directors: **H. Ludington, Daniel Wells, Jr., A.A. Carpenter, Samuel M. Stephenson, Isaac Stephenson** and **Joseph Fleshem**. The operations of the company will be on their lands along the Menominee range.

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

[Menominee Range.]

–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.

[Menominee Herald.]

–Every once in a while we hear the question asked: “How is it that the

Menominee Mining Company get all the good things in the **Menominee Range?**” The answer is very easy. **The Menominee Mining Co. went into the Range when no other mining men had confidence in it, spent a great deal of money exploring, developed the country, were the means of having the railroad built and are reaping the reward of their labors as they ought to do.** They deserve all the good things they have got and more too.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 45 [Saturday, October 11, 1879], page 2, column 4

“Range” Items.

–The woods are full of **prospectors**, and so many **test pits** are being sunk that it is absolutely dangerous to venture out after dark.

–Like all **mining regions**, everybody has a fortune, either in prospect or reality, and many a travel stained miner walks in with his pockets full of specimens who would hardly exchange places with **A.T. Stewart** or **Daniel Drew**. Five and ten thousand dollars are sometimes placed on the worldly possessions of a rough looking specimen in a flannel shirt and boot pacs, who has not enough money in his pockets to obtain a glass of the much desired stimulant. Friends are plentiful, however, and with a succession of stimulants prospective values increase.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 52 [Saturday, November 29, 1879], page 3, column 3

THE ore shipped from Escanaba in 1878 aggregated 506,892 tons. Up to Thursday, 20th instant, there had already

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

been shipped, during 1979 [sic - 1879], 732,116 tons, and the work is still in progress. Of this increase 139,625 tons are from the **mines of the Menominee range**, and 85,599 tons from the **Marquette county mines**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 1 [Saturday, December 6, 1879], page 3, column 4

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, 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, whiic [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**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 6 [Saturday, January 10, 1880], page 3, column 2

A CAR load of **laborers** passed out the **M.R. railroad**, on Thursday, to work on the **extension beyond Quinnesec**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 6 [Saturday, January 10, 1880], page 3, column 4

1879

Was a good year for **Escanaba**. The place has passed through many vicissitudes of

fortune. Springing into existence with the road hence to **Ishpeming**, it grew rapidly and prospered until the completion of that and of the link of road between here and **Fort Howard**, when its growth was arrested and a reaction set in. Then came the attempt to introduce the **iron industry** -- the building of the **Escanaba furnace** -- the panic of '73, and the depression of the iron industry following it; and for three years Escanaba was, to say the least, at a standstill. Little by little, commencing with '76, matters have mended until now, the last year having been one of prosperity throughout, and to-day our place is more populous, more prosperous and busier than at any time since its foundation.

During 1879 the great industry of the place, the transfer from land to lake of the product of the iron mines, has reached proportions which place Escanaba at the head of the list of iron ports, as will be seen by the report which we append:

SHIPMENTS OF ORE BY LAKE.

<i>Name of Mine.</i>	<i>Tons.</i>
Angeline.....	19,700
Angeline, hematite.....	4,773
Barnum.....	24,015
Bessemer.....	20,402
Berringer.....	753
Breen.....	1,463
Cambria.....	6,029
Cheshire.....	17,985
Chicago.....	949
Cleveland.....	26,520
Cleveland, hematite.....	14,598
Curry.....	12,803
Cyclops.....	42,313
Edwards.....	303
Emmett.....	22,124
Excelsior.....	4,359
Foster.....	4,804
Goodrich.....	3,992
Green Bay.....	3,198
Howe.....	492
Jackson.....	68,728

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

South Jackson.....	21,322
McComber.....	12,217
Michigamme.....	18,553
Mitchell.....	9,883
National.....	30,963
New York.....	57,000
New York, hematite.....	2,609
Norway.....	69,558
Orion.....	469
Palmer.....	24,141
Pendill.....	1,120
Quinnesec.....	39,110
Rolling Mill.....	393
Saginaw.....	39,486
Saganaw [<i>sic</i> – <i>Saginaw</i>], section 4..	13,465
Salisbury.....	39,293
Section 12.....	5,027
Superior.....	48,295
Superior, hematite.....	4,115
Vulcan.....	49,077
Wheat.....	851
Winthrop.....	<u>7,272</u>

Total.....794,528

The total exceeds that of 1878 by 287,636 tons, and the shipments of the current year from the **Lake Superior ports** by 266,323 tons, and the prospects are that the increase in total and the disparity between Escanaba and the northern ports will be greater during the current year. This increase is largely the result of the development of the mines of the **Menominee range**, but not altogether so. The increase from that source is 164,109 tons, the remainder, 123,527 tons, coming from the mines of **Marquette county**. From the same locality comes the pig iron handled here:

SHIPMENTS OF PIG BY LAKE.

<i>Name of Furnace.</i>	<i>Tons.</i>
Iron Cliffs.....	719
Pioneer.....	<u>10,620</u>

Total.....,11,339

We give also the following table of ore shipped over the peninsula division of the **C. & N.W. railway** to points south of Escanaba, not as the business of the place (except as transacted by the force stationed here), but as part of the volume of ore traffic:

<i>Name of Mine.</i>	<i>Tons.</i>
Barringer.....	803
Bessemer.....	1,850
Breitung.....	168
Cambria.....	695
Cleveland.....	2,546
Cleveland, hematite.....	4,665
Cyclops.....	3,845
Emmett.....	350
McComber.....	1,082
Mitchell.....	1,248
Morgan.....	91
National.....	2,238
New York.....	528
Norway.....	4,061
Orion.....	31
Pendill.....	13
Quinnesec.....	2,844
Stephenson.....	17
Superior.....	1,623
Superior, hematite.....	159
Vulcan.....	7,898
Winthrop.....	<u>338</u>

Total.....37,254

The total amount of ore, pig iron and quartz shipped by lake and rail will be found in the following

RECAPITULATION.

	<i>Tons.</i>
Iron ore by lake.....	794,528
Iron ore by rail.....	37,254
Pig iron by lake.....	11,339
Quartz by lake.....	2,643
Escanaba furnace ore by lake.....	<u>1,475</u>
Grand total for season.....	847,239

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 2, column 3

Mining Items.

–A good deal of ore is going south by rail, some of it as far as Chicago.

–The **Norway mine** is said to be turning out ore at the rate of 1,000 tons per day.

–Work on the **Breen mine** is temporarily suspended, in consequence of the failure of the pumps.

–**Breen Bros.** have two very promising openings on land belonging to the **Breen mining company**.

–There is talk of a **furnace at the Florence (Eagle) mine**, also of a **town**, both to be called by the same name as the mine.

–The **Emmett** folks are putting in new machinery and doing dead work, preparatory to taking out ore rapidly when navigation opens.

–Rumor says the long talked of sale of the **McKenna mine**, to the **Kimberlys**, has been consummated, and that the mine will ship largely during the coming season.

–**Hamilton & Merryman** are pushing their explorations. They found ore at the depth of thirty feet, and are now endeavoring to ascertain the extent of the bed, laterally.

–From the **Marquette county mines** we hear that everything is being done that can be to augment the output of the next season. The **Republic** is counted on for 200,000 tons or more, and other mines in proportion.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 2, column 3

Mining Items.

–A good deal of ore is going south by rail, some of it as far as Chicago.

–There is talk of a **furnace at the Florence (Eagle) mine**, also of a **town**, both to be called by the same name as the mine.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 3

THE explorations in what is known as the **Felch mountain range** result so favorably that **railroad** talk is again becoming general. The prospects now are that the region will be opened by two lines of rail, one a branch of the **C. & N.W. company's** road, extending northward through the **Sturgeon river valley**, and another, probably a **narrow gauge road**, westward from the **mouth of the Escanaba**. The latter road will have in view not only the transportation of ore, but the development of a good **farming country** and a **lumber** interest as well. Everything now promises a busy year or years in our vicinity, increase in population, and development of wealth.

MARVIN HUGHITT, general manager of the **C. & N.W. railway**, with some members of his staff, notably Mr. **Johnson**, chief engineer, and Mr. **Hamel**, general purchasing agent, arrived from below on Monday. They spent the day and part of Tuesday on the range, looking after the **extension** and other matters, and Wednesday in the village, looking after the work going on here, with which they seem to be fully satisfied, both as to the progress made and to the character of the work.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

[Saturday, January 31, 1880], page 2,
columns 3-4

[Menominee Range.]

–A **stage line** will be established soon between **Quinnesec** and **Florence**; will leave Florence every morning and return in the afternoon on arrival of the mail from the south.

–A poster stuck up conspicuously in several places in town, offering **miners \$1.75 per day**, created no little excitement Monday.

–The **Menominee company** has ordered 150,000 feet of lumber and 100,000 shingles to be forwarded to the **new town of Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 14 [Saturday, March 6, 1880], page 3, column 5

Range Items.

–The **Menominee mining company** will employ 1,500 or more men during the season of navigation, and expects to ship over 400,000 tons of ore.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 15 [Saturday, March 13, 1880], page 3, column 5

Range Items.

BOTH the **Wisconsin Central** and **Milwaukee & Western railroads** talk of **extensions** to reach the range.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 16

[Saturday, March 20, 1880], page 3,
column 5

Range Items.

THE **steel rails** for the **M.R. extension** have begun to arrive, and will go into position as soon as the weather permits. There will be no avoidable delay in getting the extension ready to handle ore.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 17 [Saturday, March 27, 1880], page 3, columns 5-6

Range Items.

THEY have commenced laying the steel on the **extension west of Quinnesec**, but can't do much until the snow and ice goes.

MR. **SWINEFORD** was at **Quinnesec** on Monday last, and the **Journal** [*The Mining Journal*, Marquette, Marquette County, Michigan] will continue the series of articles commenced a month or so ago.

RUMOR says that the **railroad company** will put up a **round-house and shops** at **Florence**, and extend a branch thence northward to the **Republic mine**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 17 [Saturday, March 27, 1880], page 3, column 6

THE **Norway Chronicle**, when it gets on its legs again, will have to settle with the **Boston Journal of Commerce**. That paper gives its readers a quantity of information concerning the **Menominee iron range** which is curiously inaccurate, and credits it all to the Chronicle. It states the output of the district for 1879 at over 600,000 tons, an amount more than double

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

the true figure, and, to balance that error, gives the product of the **Norway mine** for the same year at 7,000 tons, one tenth of its actual product for the coming season of 1880 and 100,000 tons, or one half what it will do. It makes one place of **Powers** and **Spalding**, and locates **Quinnesec** on the east bank of the **Menominee river**; gives the length of the **M.R. railroad** at eighteen miles, and announces **gold discoveries** on the range. But, worse than all – from the Chronicle's standpoint, a sin almost unpardonable – it makes **Waucedah** "the central point for prospecting" and the metropolis of the range. The editor says he was on the range in '78, but it's hard to believe it in view of his present ignorance concerning its interests and industries, its mines and places.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 20 [Saturday, April 17, 1880], page 8, column 2

Range Items.

TRACK laying on the **extension beyond Quinnesec** commenced this week.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 21 [Saturday, April 24, 1880], page 8, column 2

Range Items.

HENRY MOLSON was **instantly killed** on the 15th by the explosion of a blast which he and **George Hunt** were drilling out after it had failed. Hunt was seriously but not fatally injured.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 22

[Saturday, May 1, 1880], page 8, column 2

Range Items.

–Mr. **Swineford** went out on the range on Monday, and the **Journal** of to-day [*sic*] will contain another of his **range articles**.

–Analysis shows the **ores** taken from the new openings on **Paint and Brule rivers** to be very rich and pure. Some specimens assayed as high as 71 1/2 percent, metal and only .011 phosphorus. One opening has a rich magnetic ore.

–The **railway company** has laid a **mile of track west of Quinnesec**. The track is expected to reach the river by the first of June and give transportation facilities to the **McKenna, Keel Ridge, Ludington and Chapin mines**, each of which will have its side track ready by the time the main track reaches them.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 23 [Saturday, May 8, 1880], page 8, columns 1-2

Range Items.

–Mr. **Swineford** visited the **mines west of Quinnesec**, going as far as **Florence**, during the early part of the week. **The Journal** of Saturday will contain his concluding article of the series describing the mines of this range.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 25 [Saturday, May 22, 1880], page 8, columns 1-2

Range Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

–The **company's store** at the **Norway mine** is stocked and open, under the charge of **Mr. Hannan**.

–The **Mining Record** announces the lease, by the **Emmett mining company**, of the **Shenango furnace, Middlesex, Pa.**

–The names of the **men killed at the Ludington mine**, on Thursday of last week, were **Oliver Gardiner, Isaac Winn** and **John Tighe**; the two former Cornishmen and bachelors, the latter an Irishman with a wife and eight children.

–When the company can get cars, the **Norway mine** ships over 1,000 tons per day. –Range.

–Mr. **West** informs us that, upon an average, 150 empty cars stand from one day to the next on the **mine branches** of the **Menominee road**; that the requisition of the manager of the **Menominee company's mines** was for 225 cars daily, which number was supplied for a time, but that 197 was the largest number loaded in one day, and that the requisition was reduced to 200 on the attention of the manager being called to the facts.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 26 [Saturday, May 29, 1880], page 8, columns 1-2

Range Items.

–A Mr. **Morris** has been placed in charge of the **Kimberly iron interests** on the range. He is understood to have had mining experience in Pennsylvania.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 28 [Saturday, June 12, 1880], page 8, column 2

Range Items.

–The **railway company** is pushing the **track west from Quinnesec** at the rate of a quarter of a mile a day.

–The fall of iron does not seem to render any less eager the search for ore. The whole country west of us is full of **explorers**, and new parties are fitted out daily.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 31 [Saturday, July 3, 1880], page 8, column 2

Range Items.

–The **grading is done to the river**, and the **track** will probably reach there next week. The contractor, Mr. **Conro**, has transferred his force to the Wisconsin side, the bridge will be pushed to completion at once, and the road to **Florence** be opened at the earliest possible day.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 32 [Saturday, July 10, 1880], page 8, column 2

Range Items.

–The **track is laid to the river**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 35 [Saturday, July 31, 1880], page 8, columns 1-2

Range Items.

–The **bridge over the Menominee** is completed. Mr. **Conro**, contractor for the grading, is doing what he can, but is short of men, and the opening of the **road to**

MENOMINEE RANGE HISTORY – MISCELLANEOUS

EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Florence may be delayed beyond the date contemplated, for that reason.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 38 [Saturday, August 21, 1880], page 8, columns 1-2

Range Items.

–**The track is laid to Spread Eagle lake.**

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 39 [Saturday, August 28, 1880], page 8, columns 1-2

Range Items.

–**Engines and construction train now run to Spread Eagle lake.**

–In making an embankment near **Spread Eagle lake**, for the railway extension, a sink-hole, or peat-bed, was discovered, into which the embankment sunk as fast as it was made. The distance across it was short, however, and firm ground was reached during the fore part of this week.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 40 [Saturday, September 4, 1880], page 8, columns 1-2

Range Items.

–The reception and entertainment of the members of the **Institute of Mining Engineers**, at **Quinnesec**, was a neat thing – as neat as anything we have seen in many a day. The **opera house** had been decorated in their honor, and tables set with what was modestly called a lunch, but

which was really a banquet. After a time for attention to the toilet, the guests were escorted thither and seated, and were welcomed in a short address (he knew they were hungry) by **John L. Buell** (we might call him “Hon.” or “Esq.,” but prefer the plainer phrase), to which, after full justice to the viands, the president of the institute, Mr. **Wm. P. Shinn**, of St. Louis, replied in a happy vein, and called upon Mr. **Charles Ridgely**, of Springfield, Ill., whose fluent and witty speech was just the thing for the occasion. The ladies of the party, or such of them as desired, were then taken to the **lower Quinnesec fall [sic – Falls]**, while the gentlemen visited the group of mines embracing the **Keel Ridge, Ludington and Cornell**. At the Cornell mine one of the engineer party said, “I have seen some iron mining, but never before iron mined with pick and shovel only.”

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 42 [Saturday, September 18, 1880], page 8, columns 1-2

Range Items.

–**The track is laid to Commonwealth and will reach Florence in about another week.**

–**A passenger train has been put on west of Quinnesec.** It leaves there on the arrival of **No. 4**, runs as far as **Lake Antoine junction** and returns in time for **No. 5**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 43 [Saturday, September 25, 1880], page 8, column 2

Range Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

–The **railroad track will have reached Florence** by the time this is read, but will not be in a condition for anything except construction work before the 1st proximo [of next month], at which date it is probable that shipments of ore will commence from both **Commonwealth** and **Florence**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 44 [Saturday, October 2, 1880], page 8, columns 1-2

Range Items.

–A wagon road is under construction from **Florence to Keyes lake**.

–The track of the railway was completed to **Florence last Saturday, but is not yet open for business**.

–In an affray at a camp of railway laborers near **Commonwealth**, a man by the name of **Burke** wounded another, whose name we have not heard, very severely, with an ax.

–Freights are pressing, and the road to Florence will be got into working order and business undertaken at the earliest possible day. The work yet to be done is the widening of the clay cut beyond **Spread Eagle lake** and the surfacing of the new track.

–We hear that the **Menominee mining company** is considering the question whether it is economy to pay the Northwestern money enough every year to pay for a railroad. Some members of the company think it is not, and that true economy dictates the building of a road and docks by the company for the transportation and shipment of its own ores.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 45 [Saturday, October 9, 1880], page 8, columns 1-2

Range Items.

–The company will put on a passenger train between **Quinnesec and Florence next Monday**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 46 [Saturday, October 16, 1880], page 8, columns 1-2

Range Items.

–The **Chronicle** details the truth of the report that the **Menominee mining company** is considering the possibility of **railroad building** and says that the project under consideration is of vessel owning instead of railroad. Maybe the **Chronicle** knows – we're sure we don't, but gave the rumor as we heard it.

–At about daylight on Saturday morning last, a **loaded ore train collided with a train of empties, near Hermansville**, to the general demolition of both engines and trains. The wreck was so large and the work of clearing it away so tedious that a track was built around it in order that work might go on. The loaded train was the trespasser [sic – trespasser], being behind time and out of place, while the empty one was on time.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 8 [Saturday January 22, 1881], page 8, columns 1-2

Range Items.

–The **railway depot at Commonwealth** is nearly ready for occupancy – will be completed by the first of February.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

The Iron Port, Escanaba, Delta County,
Michigan, Volume XII, Number 14
[Saturday, March 5, 1881], page 8,
column 1

Range Items.

–We have it from quite a reliable source that the **C. & N.W. railway company** is making preparations to **extend their line to the Iron river country, and a branch from there to Ontonagon, and from that place to Houghton**, while the main line will be run to connect with the Northern Pacific. The course has already been mapped out.
–Men. Range.

The Iron Port, Escanaba, Delta County,
Michigan, Volume XII, Number 20
[Saturday, April 16, 1881], page 8,
columns 1-2

Range Items.

–The **C. & N.W. company** will proceed at once to determine the **route of extension north and west of its present terminus at Florence**, and there is every probability that the **iron region north of the Brule** will be reached by rail before the shipping season closes.

–**Mr. Palmer**, with a **surveying party**, went out [on] the branch, on Monday, to **run lines west and north of Florence for the extension of the railroad**. Authorities differ as to what the company intends, but to an outsider it appears very plain that the **C. & N.W.** cannot afford to delay the **extension of its lines to Felch mountain, Crystal falls and the country west of the Paint and north of the Brule**.

The Iron Port, Escanaba, Delta County,
Michigan, Volume XII, Number 25

[Saturday, May 21, 1881], page 8,
columns 1-2

Range Items.

–The **extensions of the Northwestern railway to the Felch mountain, Paint river and Iron river districts** are progressing with all possible speed. It is not probable that that company can hold its monopoly of the ore-carrying on the range, but the company that comes in to compete with it will find the **Northwestern** every where [sic – everywhere] there is a mine and pretty well fixed to stand competition.

The Iron Port, Escanaba, Delta County,
Michigan, Volume XII, Number 26
[Saturday, May 28, 1881], page 8,
columns 1-2

Range Items.

–Work has been commenced on the **railway extension beyond Florence**.

–**Albert Keep**, president and **J.B. Redfield**, secretary of the **Menominee rail road** – the Wisconsin organization of the range branch of the peninsula division of the Northwestern, on the 23d filed an amendment to the articles of association of that company, providing for the **extension from Florence to the Brule and thence through Marquette and Ontonagon counties**, in this state, to lake Superior. The extension proposes 148 miles of line north and west of Florence and don't ask for anybody's iron lands either.

The Iron Port, Escanaba, Delta County,
Michigan, Volume XII, Number 27
[Saturday, June 11, 1881], page 8,
columns 1-2

Range Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

–**Captain Runkle contracts for the railroad extension to Crystal Falls and has already sixty men at work.**

–Work upon the **railway extensions**, towards **Felch mountain** [sic] and **Crystal Falls**, is pushed with all possible vigor, but it is almost impossible to keep men in the woods at laborers [sic - laborers'] wages, on account of the flies and musquitos [sic - mosquitos].

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 28 [Saturday, June 18, 1881], page 8, column 1

Range Items.

–**The Norway brass band serenaded President Hagerman, of the Menominee mining company[,] and he acknowledged the courtesy by a donation of \$225 to the band treasury.** – Chronicle, 11th.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 32 [Saturday, July 16, 1881], page 8, columns 1-2

Range Items.

–**The C. & N.W. company will at once extend a branch to the Indiana mine and the mine commence shipping.**

–Four hundred men are employed on the **railroad to Crystal Falls** and it is expected that ore can be shipped over it early in October.

GOLD MINING

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 21 [Saturday, April 23, 1881], page 5, columns 1-2

Range Items.

–The latest excitement in mining circles has another color than hematite. **Gold** is said to have been discovered on 34, 40, 29, about four miles **north of Norway**, and lands in that vicinity are quite eagerly sought after.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 22 [Saturday, April 30, 1881], page 1, column 4

MR. POWERS, with an engineer party, left here on Wednesday to run the lines for the **mine sidings** at the **Metropolitan** and **Northwestern locations**, and we are informed that work on the **Felch Mountain branch** will be commenced at once and pushed as rapidly as possible. It is intended to complete the branch in time to allow of [sic - for] the shipment of some 50,000 tons from the two mines mentioned during the present season.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 22 [Saturday, April 30, 1881], page 8, columns 1-2

Range Items.

–**Carney's creek** [sic], **north of Norway**, and **Pine river** [sic], **south of Florence**, are the **gold fields**. It has to be milled out of the solid quartz, though; no chance for pick and pan.

–The **gold boom** continues. Stories of miles upon miles of quartz lodes carrying

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

gold in paying quantity make men who have only an iron mine or two feel like paupers. In sober earnest, though, quartz has been found and samples assayed which panned out at the rate of \$1,000 per ton, or big lies told. We are not quite certain which. Lands in the vicinity of the find are eagerly sought for. One body containing some five hundred acres is held by a Detroit man who is offered \$60,000 for it.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 23 [Saturday, May 7, 1881], page 8, columns 1-2

Range Items.

–A.C. Brown, Jos. Flesheim [*sic* - *Fleshiem*] and John Friederichs have options on a dozen miles, more or less, of the **gold range**. The lode is said to be thirty feet wide, well defined, and auriferous in its whole extent.

–The **canal company** is laying out a town at **Felch Mountain**. Mr. **Buell** has bought the **Commercial hotel** and Mr. **Polderman** will succeed **Felch** in charge thereof. –Range, 28th.

FELCH MOUNTAIN RANGE DEVELOPMENT

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 7 [Saturday, January 17, 1880], page 3, column 3

THE explorations in what is known as the **Felch mountain range** result so favorably that **railroad** talk is again becoming general. The prospects now are that the region will be opened by two lines

of rail, one a branch of the **C. & N.W. company's** road, extending northward through the **Sturgeon river valley**, and another, probably a **narrow gauge road**, westward from the **mouth of the Escanaba**. The latter road will have in view not only the transportation of ore, but the development of a good **farming country** and a **lumber** interest as well. Everything now promises a busy year or years in our vicinity, increase in population, and development of wealth.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 9 [Saturday, January 31, 1880], page 2, columns 3-4

[Menominee Range.]

–A recent **analysis of ore** from 32, 42, 29, gave 68 per cent. metal, .022 per cent. phosphorus and 3.2 per cent. silica. The location is in the **Felch mountain range**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 21 [Saturday, April 24, 1880], page 8, column 2

Range Items.

PAUL KELLY and **L.D. McKenna** have “struck it” on the west end of the so-called **Felch mountain range**. We understand that Paul has been offered \$10,000 already for his interest.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 26 [Saturday, May 29, 1880], page 8, columns 1-2

Range Items.

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

–**J.P. Dodge**, who just returned from a ten days' sojourn at and near **Felch mountain**. From him we learn that Mr. **Curry** has a force of about twenty-five men employed on **32, 42, 28**, and that one of his shafts, at least, is seven feet in a blue ore resembling that of the **Vulcan**. A **Marquette** party, under direction of **Capt. McKenzie**, has a good prospect on **8, 41, 28**, a red hematite, with only four to six feet of stripping. **Capt. Pease**, for parties in **Milwaukee**, will thoroughly develop another portion of the same section, **8, 41, 28**, and possibly other adjacent lands. **Wright Bros.** have abandoned their exploration on **31, 42, 28**, but their camp and supplies have not been moved, and work may be resumed. The roads are almost impassable, seven or eight hundred being all that a good team can handle over them.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 27 [Saturday, June 5, 1880], page 8, column 2

Range Items.

–If half that is told of discoveries north and northwest of **Quinnesec** is true, a line of rails will soon be demanded reaching thence to the **Republic location**. Rumor says that a large body of ore, similar to that of the **Republic mine**, has been discovered about midway between the two places [**Felch Mountain Range**].

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 36 [Saturday, August 7, 1880], page 8, column 2

Range Items.

–“On to **Felch mountain** [*sic* – *Mountain*]!” is the cry of the explorer.

The Iron Port, Escanaba, Delta County, Michigan, Volume XT, Number 37 [Saturday, August 14, 1880], page 8, column 2

Range Items.

–It is now generally believed that the **Felch mountain railway** will be built at once. An association of explorers and miners, of which **Mr. Maitland**, of **Negaunee**, is president, has a mine there, without doubt, and other parties have good indications. We are assured that the road will be built as soon as there is any ore to come out.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 41 [Saturday, September 11, 1880], page 8, column 2

Range Items.

–The money has been raised to open a **road from Norway to Felch mountain** [*sic* – *Mountain*] and work on it begun.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 2 [Saturday, December 11, 1880], page 1, column 3

THE C. & N.W. company are now running another line to reach the Felch Mountain region. The survey leaves the branch at Hermansville.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 5 [Saturday, January 1, 1881], page 8, columns 1-2

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

[Compiled and Transcribed by William J. Cummings]

Range Items.

–Engineering parties are still **working up the Hermansville and Felch Mountain routes**. It is safe to say that is the one that will be chosen. –Men. Herald. On the contrary, it is as safe as any prediction can be that it is not the route "that will be chosen" by the **C. & N.W. Railway company**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 20 [Saturday, April 16, 1881], page 8, columns 1-2

Range Items.

–**Mr. Palmer**, with a **surveying party**, went out [on] the branch, on Monday, to **run lines west and north of Florence for the extension of the railroad**. Authorities differ as to what the company intends, but to an outsider it appears very plain that the **C. & N.W.** cannot afford to delay the **extension of its lines to Felch mountain, Crystal falls** and the **country west of the Paint and north of the Brule**.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 22 [Saturday, April 30, 1881], page 1, column 4

MR. POWERS, with an engineer party, left here on Wednesday to run the lines for the **mine sidings** at the **Metropolitan** and **Northwestern locations**, and we are informed that work on the **Felch Mountain branch** will be commenced at once and pushed as rapidly as possible. It is intended to complete the branch in time to allow of [sic - for] the shipment of some

50,000 tons from the two mines mentioned during the present season.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 23 [Saturday, May 7, 1881], page 8, columns 1-2

Range Items.

–The **canal company** is laying out a town at **Felch Mountain**. **Mr. Buell** has bought the **Commercial hotel** and **Mr. Polderman** will succeed **Felch** in charge thereof. –Range, 28th.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 25 [Saturday, May 21, 1881], page 8, columns 1-2

Range Items.

–The **extensions of the Northwestern railway to the Felch mountain, Paint river and Iron river districts** are progressing with all possible speed. It is not probable that that company can hold its monopoly of the ore-carrying on the range, but the company that comes in to compete with it will find the **Northwestern** everywhere [sic – everywhere] there is a mine and pretty well fixed to stand competition.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 27 [Saturday, June 11, 1881], page 8, columns 1-2

Range Items.

–Work upon the **railway extensions**, towards **Felch mountain** [sic] and **Crystal Falls**, is pushed with all possible vigor, but it is almost impossible to keep men in the

MENOMINEE RANGE HISTORY – MISCELLANEOUS EARLY MINING AND MINES

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woods at laborers [sic - laborers'] wages, on account of the flies and mosquitos [sic - mosquitos].

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 29 [Saturday, June 25, 1881], page 8, columns 1-2

Range Items.

–"A real, live mail-agent" now accompanies the branch train. The Metropolitan is laying out a town near its mine and will have a newspaper. – Chronicle, 18th.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 31 [Saturday, July 9, 1881], page 8, columns 1-2

Range Items.

–The company organized to work the "Colwell find," on the Felch range, is called the Hecla, and is officered as follows: E. Breitung, president; B.D. Jones, secretary; Wm. Sturges, treasurer.

–Three town sites have been laid out in the Felch mountain [sic] neighborhood and named, respectively, Felch Mountain, Metropolitan and Theodore. Felch Mountain is near the Warner location, occupying the s1/2 se1/4 29, 42, 28; Metropolitan adjoins the Metropolitan mine property, on 32, 42, 28, and is the property of that company; and Theodore is the property of the canal company and adjoins the Northwestern mine on 29, 42, 28. Two of them, we can not [sic] say which, will doubtless be fizzles.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 32

[Saturday, July 16, 1881], page 8, columns 1-2

Range Items.

–The prospect is now that the railroad will not be completed to Felch mountain [sic – Mountain] before the close of the season for shipments. –Range, 7th.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 44 [Saturday, October 8, 1881], page 8, columns 1-2

Range Items.

–A postoffice [sic – post office] has been established at Felch mountain [sic – Mountain]. Name "Metropolitan" and L.A. Friedrichs is postmaster.

–The rains have made the roads to and through the Felch mountain district almost impassable, nevertheless [sic], O'Callaghan has succeeded in transporting a saw-mill thither and will soon have it at work. A court has been established L.D. Fleming, magistrate, and John Madden, constable, and a school district is to be organized. All which we learn from the Range.