

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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** [*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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

[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.

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

THE MENOMINEE RANGE RAILROAD. – We are informed, by parties interested in the matter, that there is a probability that this road will be continued

this season to the Menominee river. This will be done if the parties owning mineral lands on the line of the proposed extension manifest enough interest in the matter to give the company suitable encouragement as to the development of the properties which are known to be rich in mineral [sic]. It would be a matter of considerable economy to the company to build the road now on the completion of the present contract, while the men and materials are on the spot, and while wages are low. We trust that the interested parties will arouse themselves on this subject.

The 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

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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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.

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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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**, 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.

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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.

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,

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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 [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 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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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 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.

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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 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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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 find enough to do in building and finishing houses for the winter, and it is confidently

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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.

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 480 [Saturday, September 29, 1877], page 4, column 1

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

MAJ. T.B. BROOKS and **Prof. Pumpelly** have returned from their examination of the **Menominee Range**, and speak highly of its prospects. They say the **Commonwealth mine**, on the Wisconsin side of the river, gives promise of ultimately becoming one of the best mines in the country, the deposit being apparently very large and the ore of the best quality.

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

THE *Menominee Herald* says that the prospect for the extension of the railroad to the **Commonwealth mine** in Wisconsin, 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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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 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

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

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 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.

The Mining Journal, Marquette, Marquette County, Michigan, Number 487 [Saturday, November 17, 1877], page 4, columns 1-2

IT will be seen by our tables that up to the 14th inst. [*of this month*] there had been shipped from the **Breen** and **Vulcan mines**, in the Menominee range, about 7,000 tons of ore, which is a good showing, considering the short time these mines have been supplied with transportation facilities. All our advices from that region are of the most encouraging character, and it now looks as if the mines being opened

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

will be able to supply all the soft ores there is likely to be any demand for next year. The Menominee hematites are exceedingly rich in metallic iron, and all that is now needed to give that region great prominence is the discovery of hard ore of merchantable quality and in proportionate quantity.

ESCANABA. – The following table shows the ore shipments from Escanaba up to and including Wednesday, November 14th:

| | |
|-------------|-------|
| Vulcan..... | 1,868 |
| Breen..... | 4,992 |

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

The following well considered article from the Menominee *Herald* commends itself to the attention of those who are interested in the development of the new iron fields of the Menominee range. While there can be no objection to the extension of the line to the **Commonwealth**, or any other new mine, it cannot be expected that any part of the grant of swamp lands shall be applied to the building of a line which shall not have for its main object the development of mineral interests within our own state. Let the line be run to the Menominee river, as the *Herald* suggests, through the iron belt west of the **Quinnesec**, and the object of the grant will have been at least partially attained. Any attempt to divert it from such a course should meet with the united and persistent opposition of the people of the upper peninsula and of the state authorities. The *Herald's* article is as follows:

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

The state swamp lands of the counties of Delta and Menominee, which apply on the grant to the Menominee River railroad company, were, in the year '73, excepted from the Marquette and Mackinaw grant, for the specific purpose of applying them, at a future day, to the aid of a railroad through the Menominee range. The act approved, April 3, 1875, conforming to this purpose, donated seven sections per mile of these lands to this road, and specially required that the road should run "as far west and south as section 34 40 30, and from thence to the **Michigamme river**. It is not fair to suppose the petition embodying the above limitation, which was so generally signed in this and Delta counties, had for its sole

MENOMINEE RANGE HISTORY – LETTERS FROM THE MENOMINEE RANGE MINES

Documented in *The Mining Journal*, Marquette, Marquette County, Michigan
[Compiled and Transcribed by William J. Cummings]

purpose the mine of **Quinnesec**. It would have been made to reach a point four miles further west, had not its originators believed that the formation of the country. If not the good sense of the railroad projectors, would continue the line a sufficient distance westerly to embrace the **Iron Mountain, Walpole** and **Edward's** interests on section 31 and 32 of the same town.

This is leaving out the important interests on the same latitude in the adjoining town of 31. However this may be, a proper construction of the language of the act locates the main line of the road as far south and west as section 34-40-30, and in no sense does it provide for a "direct" route to any iron location in the state of Wisconsin. Michigan has not pledged her swamp lands to the attainment of any such purpose. There is not, and cannot be any question, in a business point of view, as to the expediency of this road running to the **Commonwealth mine**, or rather to so establish its main line, destined for the **Michigamme river**, as to provide a connection with that important location. But there are grave reasons, founded upon the subsidy extended it, and connected with the revenues of this county and the state, why the iron locations on this side of the river should not be "left out in the cold," in the attainment of that point.

Many persons in this community have the impression that iron properties are not subject to taxation for town and county purposes. This is not the case. The specific tax of one cent per each ton of ore is in lieu only of state taxes. The mining property at its true cash value is as subject to town and county listing as any other property, and it is not far in the future when the iron locations of the **Lower Menominee Range** will contribute as much to our local revenues as any other class of property,

provided always, that they are not "left out in the cold." It becomes the duty, then, of every taxpayer to interest himself in this extension, and direct his influence to the selection of a route which shall develop in the highest degree the resources of Menominee county and the revenues of the state. There are men of information and influence in all parts of the state interested in our range. They should not fail to observe closely the progress of this enterprise.

If it was an effective argument in '75 in obtaining the grant for the road, that the specific *[sic - specific]* tax accruing to the state from the ore raised would ultimately counterbalance the value of the lands donated, it is no less effective to-day; and the great promise which the range now presents for an inexhaustible supply of ore gives good color to the proposition. The state officers who hold these lands in trust for the accomplishment of this enterprise, will undoubtedly see that the object of the grant is not sacrificed to develop interests in the state of Wisconsin. We are particular to state that at this writing we have only the rumors floating about that it is the purpose to **diverge from the Lower Range at a point east of Quinnesec, and cross the river at Twin Falls**. We trust the railroad authorities do not contemplate such a step. It would surely invite serious opposition from more than one source.