

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP

[Compiled and Transcribed by William J. Cummings]

## NORWAY TOWNSHIP

*The Current*, Norway, Menominee County, Michigan, Volume I, Number 29 [Saturday, August 22, 1885], page 1, column 4

THE CURRENT is informed that the inhabitants of Breen township are anxious to have Norway township build a bridge across the Sturgeon river a short distance north of the railroad. They say that if this were done they would have a much better and shorter route by which to reach Norway than they have at present. As there is considerable trade that might be secured from that direction[,] it might not be amiss for our business men [sic – businessmen] to look into the matter a little.

### General History of Norway Township

**NORWAY TOWNSHIP:** Organized December 30, 1880, embracing T39N – T40N – T41N of R29W (then part of Menominee County), set off from Breitung Township; named for Village of Norway located therein.

### Breitung/Breitung Mine

**BREITUNG/BREITUNG MINE:** See **VULCAN.**

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

### WOLVERINE

### Camp Hamlin

**Camp Hamlin:** Originally built by the Hamilton-Merryman Company, Camp Hamlin, located south of Hamilton Lakes, was owned and operated for many years by William J. Turner. [See *Vulcan, Michigan, Centennial 1872-1972*, page 30, for additional details.]

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## Fredrickton

**FREDERICKTON:** Platted July 9, 1879, by the Lake Superior Ship Canal, Railway and Iron Company on the S ½ of NW ¼ of Section 9, T39N of R29W; probably named for Frederick Ayer, secretary of the company; annexed to City of Norway in 1891.

## Ingalsdorf/Ingallsdorf

**INGALSDORF/INGALLSDORF:** Platted as Ingolsdorf June 11, 1879, by the Ingalls Mining Company (Eleazer S. Ingalls, president; Timothy Cole, secretary) on the SE ¼ of NE ¼ of Section 8, T39N of R29W; post office established September 11, 1879, with Charles E. Knowlton, postmaster; changed to Norway December 8, 1879.

## Mullen's Trading Post

**MULLEN'S TRADING POST:** Patrick Mullen lived on the land which became the New York Farm at the mouth of the Sturgeon River with his wife, apparently a squaw, and traded with the Indians; mentioned in accounts of the late 1860's; Mullen was accidentally killed near Hamilton Lakes in Breen Township May 14, 1878, by a Menominee River Railroad train, and buried in an Indian burial ground on land he owned across the river from the New York Farm.

## New York Farm

**New York Farm:** In 1866, the New York Lumber Company, which had opened mills at Marinette in 1858-1859, established the New York Farm at the junction of the Menominee and Sturgeon Rivers. The farm

was operated to supply food for the logging camps and feed for the horses used at the camps in the area and north and east of the present site of Vulcan, and as a place where the horses could be summered without making the long trip to the Marinette-Menominee area. The company operated big camps throughout the Menominee Range. There was a big farm house to lodge the foreman and about twenty-five men. There were also about six big barns for cows, horses and sheep plus numerous other buildings, such as a creamery and a blacksmith shop. The farm had a big herd of milk cows and churned butter and made cheese which was sold to the various stores in the area. The farm raised feed for the horses and various vegetables which were used to supply the camps. There was also a warehouse erected at the Vulcan Depot to which supplies were hauled by the railroad. Supply teams consisting of four mules hauled these supplies from the warehouse and the farm to various camps. These camps usually employed from sixth to one hundred men during the season which lasted from September to April. When the camps broke up in the spring the horses and the key men came down to the New York Farm and remained there for the summer. Thomas Rice was the first manager of the farm, which consisted of about 2,000 acres, and consequently the first white settler in what is now Norway Township. In June of 1871, Margaret Rice, the wife of Thomas Rice, joined him at the New York Farm, becoming the first white woman to settle on the Menominee Range. [See *Vulcan, Michigan, Centennial 1872-1972*, pages 22 and 26-27, for additional details.]

## Norway

**NORWAY:** Platted July 31, 1879, by Carl L. Wendel on the N ½ of NW ¼ of Section

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8, T39N of R29W; post office transferred from Ingolsdorf December 8, 1879; incorporated as a city April 17, 1891.

## Parmenter's Mill

**PARMENTER'S MILL:** Edward L. Parmenter operated a sawmill on the Sturgeon River located between Vulcan and Loretto near the Chicago & Northwestern Railroad bridge prior to December, 1892, when he proposed to build houses for his employees the following spring. **See STURGEON MILL.**

*The Range-Tribune*, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 39 [Thursday, December 15, 1892], page 8, column 6

## PARMENTER'S MILL.

### The Enterprising Proprietor Arranging for a Number of Improvements.

The winter season is not the most favorable time to visit a saw mill, but one can see some things of interest about **Ed. L. Parmenter's mill at Sturgeon river**, even when it is idle. He can at least see a well appointed [*sic – well-apppointed*] mill and can readily believe that in the summer season it is a hive of industry that is pleasing to look upon. During the winter **Mr. Parmenter**, besides working his lumber camps, will make some needed improvements about his mill and dam preparatory to a big season's work next year. Two large steel boilers will be added to supply power for the steam feed and other appliances that are to be operated by this means. **He will also build fifteen or twenty dwelling houses for his employes, and next spring Sturgeon will be quite a beautiful and prosperous looking village.** The mill yard is well

stocked with the various grades and forms of lumber made in the mill, and evidently **Mr. P.'s** numerous customers don't propose to let him keep it there to rot, for it is being sent away to fill the demands made upon him. The product of the mill, to our more or less critical judgment, is first class in quality, and certainly finds ready sale. About 100 men are now employed by **Mr. Parmenter** in his lumber camps and about the mill premises – all but 12 or 15 being employed in the woods. **The real estate owned by Mr. Parmenter about the mill comprises 250 acres, which gives ample room for storing the product of the mill and for the village that is to be erected across the railroad track.**

## Poor Farm

**Poor Farm:** Early in the 1900's, the Menominee River Lumber Company sold the New York Farm properties to William J. Turner, who continued to operate the farm under various superintendents until his death in 1913. The property was later divided into four farms, with each of Mr. Turner's four sons acquiring one of them. Raymond Turner, the oldest of the "Turner boys" later sold the portion of the farm where headquarters had been located to Dickinson County as a County Farm or "Poor Farm," as it was known in those days. It was used as an infirmary to take care of all the relief cases of Dickinson County. In March 1917 the main house burned and the infirmary was moved to Iron Mountain, on the site where now (1972) is located the Freeman Convalescent Home. [See *Vulcan, Michigan, Centennial 1872-1972*, page 27, for additional details.]

## South Norway

**SOUTH NORWAY:** Platted September 5, 1890, by Eugene Krohn on the NE ¼ of SE

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¼ of Section 8, T39N of R29W; annexed by City of Norway in 1891.

## Sturgeon Mill

**STURGEON MILL:** Originally known as Parmenter's Mill, this sawmill settlement probably changed names after mid-November, 1896, when the O'Callaghan Brothers (James, John and George), of Norway, purchased the mill; by early March, 1897, the organization at the Sturgeon River was named the O.C. Lumber Company.

**Sturgeon Mill:** In 1890 E.L. Parmenter and his father operated a lumber mill on the Sturgeon River east of East Vulcan. They built a dam across the river to create a pond to hold the logs and built a shingle mill on the bank of the river. They operated for several years and in 1893, during a period known as the "Cleveland Hard Times," the mill was sold to George and James O'Callaghan, of Norway. They operated for many years as the O.C. Lumber Company and had a prosperous business. The O.C. Lumber Co. manufactured lumber, lathe, shingles and other wood products and employed about sixty men at the mill from spring to fall. The company also operated several camps in the woods and employed fifty to sixty men in the camps and in the spring their logs were driven down the Sturgeon River and kept in the mill pond until they were sawed. A fair-sized little community was built there, consisting of a store, school house, several barns and about twenty houses. The O.C. Lumber Co. operated there for a period of about twenty-five years, when the mill buildings and operations were sold. Afterwards the latter was revived by the St. Onge Lumber Co., which operated there for several years. At the present time (1972) there isn't a building standing on the site, but a number of the original "Sturgeon Mill" houses still

stand in Vulcan, where they were moved when the sawmill operations ceased. [See *Vulcan, Michigan, Centennial 1872-1972*, page 28, for additional details.]

## Vulcan

**VULCAN:** Originally called Breitung or Breitung Mine for the mine around which it developed, officials of the Menominee Mining Company selected Vulcan as the name of the mine and the settlement in late July, 1877; post office established October 31, 1877, with Milton C. Belknap, postmaster; named for the Roman god of metal-working who produced thunderbolts for Jupiter on his forge beneath Mount Etna; platted July 25, 1925, by Raymond and Esther J. Turner on the N ½ of NW ¼ of Section 14, and the NE ¼ of NE ¼ of Section 15, T39N of R29W.

**Silk Stocking Row:** The homes built along the north shore of Lake Hanbury were referred to as "Silk Stocking Row" due to the status of the occupants who lived there. When additional homes were built on the other side the "alley" providing access to Silk Stocking Row, the resulting street was named Central Boulevard. In 1878, the Menominee Mining Company built a house for Dr. Nelson Powell Hulst, a recent graduate of Yale College and the Sheffield Scientific School who had been sent by the company in June of 1872 to explore for iron ore on what became the Menominee Iron Range, with Thomas Breen serving as his guide. Hulst moved into the house with his wife, Florence, for whom Florence, Wisconsin, was named, at the beginning of December, 1878. The house, located on the north shore of Lake Hanbury, was the third house from the entrance to the supervisor's home off what is now Central Boulevard. It was a large, gray-painted structure with a screened porch on the east and the south. The following summer

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(1879) the Menominee Mining Company erected another large residence for James J. Hagerman, president of the Menominee Mining Company. Franklin Copeland, the bookkeeper, and his family lived in east wing of the house and the Hagermans used the west wing when in Vulcan. This house was to the left of the Hulst residence when facing Lake Hanbury. This house later was the residence of F.H. Armstrong, who became a mining engineer prior to 1905, and his wife Clara (Pascoe) Armstrong, and their family. His daughter, Charlotte Armstrong, born May 5, 1905, in Vulcan, became a famous author, writing 28 novels, including *The Trouble in Thor*, set in Vulcan. Seven of her books were made into movies and she also wrote numerous short stories and television scripts. In 2008, the Hulst home was the residence of Joseph and Jocelyne Sade. The Hagerman house was the residence of Erica Judy in 2008.

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

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

...

## WOLVERINE.

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

## ON THE MENOMINEE RANGE.

...

The **Breitung mine** is opening splendidly under the superintendency of

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**Capt. Whitehead.** This mine is located in a hill which rises up between two and three hundred feet, in the highest part. The arrangements for handling the ore are excellent, and when all the plans are completed, it can be worked very economically. The ore is a dark blue hematite and the best will yield somewhere in the neighborhood of 65 per cent of iron. A tunnel 75 feet in length has been driven into the face of the hill, to the vein on the second level, which will be about 50 feet above the railroad track, exposing a 75 feet *[sic – foot]* face of ore. At present a series of pockets will receive it, when finished, and from them it will be run into cars alongside. Just now they are dumping in stock piles, and have on hand 2500 tons of first-class, and 1000 tons of second-class ore. **Several hewed log buildings are going up for the accommodation of the men.** This mine is beautifully located. At a distance of less than a quarter of a mile, directly in front, is **Lake Hamburg** *[sic – Hanbury]*, – a most beautiful little sheet of water, about a mile in length and a quarter of a mile in width. The formation of the lake is somewhat singular. On the north side the ground gradually comes down to the edge, and for a distance of perhaps 200 feet the water is quite shallow, and the bottom covered with clear white sand. It then commences to deepen very fast until the south shore is reached, where the rocks rise abruptly, in some places 50 feet high, and a hill behind, probably rising fully as much more. The strata, which seem to be of a ferruginous character, are tilted up from the lake at an angle of about 45 degrees. The water is very deep and clear, and in some spots the rocks descend almost into it, to a great depth. The deepest part is about 100 feet. The fishing is reported to be excellent. As a brisk northwest wind was blowing at the time we were there, we did not have an opportunity of substantiating the assertion. It is certainly a

gem of a lakelet, and is admirably framed by the rising hills around it, all trimmed with the green of the virgin forests of pine and other woods, and must eventually add much to the pleasure of the dwellers of the future town. At the mine we met Mr. **Win. Ross**, who was **formerly in the railroad company's store in this town.** Mr. **E.P. Shine**, reporter for the *Detroit Free Press*, is also rustivating there.

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

*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 - Dr. Nelson Powell Hulst]* is having a **new house built** which he will occupy as soon as finished. The shipment of ore from the **Vulcan** has been unusually large for the past few weeks. The shipments of ore from the **Norway** for the past few days will press hard upon 200 tons per day, and their output is increasing. They will soon be ready to ship from **pit No. 2 at the Norway**; the ore of which is very similar to the **Quinnesec**.

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

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

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

## RANGE ITEMS.

...

–A **collision between a loaded ore train and an empty one occurred at Vulcan**, on Saturday morning last. Nobody killed – one engine pretty well used up and a dozen or so of ore cars ditched, was the outcome. Two conductors and two engineers suspended until the case can be decided upon at headquarters is the corollary [sic].

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

## RANGE ITEMS.

–In all the **smashes on the M.R. railroad** last week, no one was killed – not even a bone broken.

–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.**

*The Florence Mining News*, Florence, Marinette County, Wisconsin, Volume I, Number 44 [Saturday, October 29, 1881], page 3, column 3

ON Tuesday last, **between Vulcan and Norway, the freight train and an ore train**, which was being handled by the switch engine, **collided**. The trains met on a curve and could not see each other until just as they met. The several engines were reversed, but too late to avert a collision. Both locomotives were badly demoralized –

the freight engine getting all jammed up and disfigured, and the switch engine came out of the muss minus the smoke stack [sic – *smokestack*] and some other trimmings. **Twenty-three ore cars were thrown off the track.** Nobody was hurt and nobody was to blame, except the railroad track, which seemed to be extensively crooked in just about that locality. **The same day ten ore cars left the track at Waucedah.** This accident was the fault of the track again. The rails spread.

## West Vulcan

## Norway Township Cemeteries