

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

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

## The Iron Fields of Menominee Co.

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

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

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

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

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

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

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

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

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

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

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

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

By a letter just received from a member of the engineering corps on the line of the **Menominee Range railway**, we learn that work is progressing favorably to the completion of the road to the **Quinnesaik** [sic – *Quinnesec*] mine by the first of

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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 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 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**

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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 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.

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

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## 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 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.

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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 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.

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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 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

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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 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,

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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.

**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

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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.

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

## Our Correspondence from the Menominee Range Railway.

POWERS, MICH.

Aug. 7, 1877.

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

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

After leaving the mine, we proceeded to take in **Lake Hamburg** [*sic* – **Lake Hanbury**], situated about one quarter of a mile from the mine. This little lake is a marvel of beauty, being about one mile long and one-half mile wide, having no visible outlet. It is perfectly alive with large **bass** and **pickerel**, which can be seen at a depth of 30 feet, in its transparent waters. On the opposite shore from the mine and railroad grade, are huge boulders of rock which rise some 40 to 50 feet above the level of the water; these rocks are seemingly one compact mass, but are of various colors. On a close examination of this country, we observed a quarry, or bed, of splendid **American marble**, and another of **variegated slate**, either of which would pay some enterprising man to examine.

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

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

RACKETTY.

*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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[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.

*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. 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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

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**.

*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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

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 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

**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.  
**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 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** 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.

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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

THE contractors of the **Menominee River Railroad**, Messrs. **D.L. WELLS & CO.**, are, according to the terms of their contract, to have it completed by the 1st of November next. They are using every exertion to finish their contract by the specified time and have lately made large additions to their working force in order to do so. Ground for the side track and depot, has been laid out at the town of **Waucedah**, where the **Breen mine** is located. The side track will also soon be laid at **Vulcan**, near the **Vulcan mine**. Ground has already been selected at **Quinnesec** for the round-house, and, as soon as contractors turn the road over to the company, its erection will be commenced. Rumor has it that the extension to the **Commonwealth** will be commenced this fall, but so far nothing has been definitely determined in regard to the matter; although we should not be surprised if such was the case.

*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 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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

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

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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

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

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

## MENOMINEE IRON RANGE.

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

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#### 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 17  
[Saturday, March 29, 1879], page 3,  
column 2

MR. LOUIS STEGMILLAR, Watch  
maker and jeweller [sic – jeweler] of this  
place, is extending his business into the  
**Menominee Range**, and has made Mr.  
**JOHN BURNS**, his agent at **Vulcan**, who is  
now prepared to receive any order for

repairing watches[,] jewelry and also for  
their purchase from this first-class house.

*The Mining Journal*, Marquette, Marquette  
County, Michigan, Volume XI, Number  
558 [Saturday, March 29, 1879], page 8,  
columns 1-4 [*The Menominee Ranger*]

## VULCAN.

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Mr. **H. Killgallon**, Esq., the station  
agent at this place, reports droves of  
lumbermen coming out of the woods and  
leaving from Vulcan daily.

The **Vulcan hotel**, **L. Whitehead**,  
proprietor, is said to have the best fare and  
accommodations for man and beast of any  
on the range. The proprietor works like a  
regular whitehead to please folks, and  
succeeds about three thirds of the time.

They say that **Mr. Sloan**, at the **store**, is  
about to change his girl's name.

**S.S. Curry**'s explorations on the south  
half of the northeast quarter, section 9, 29,  
39, are looking well. He has struck ore in  
seven pits out of about twelve sunk in an  
area of about an acre. The ore deposit  
seems to be a large one.

The **Vulcan mine** is looking well, the  
usual amount of ore being taken out daily.  
A series of explorations adjoining the mine  
proper are being pursued, under the  
supervision of **Capt. Schwartz**, which  
promises well for the future.

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

THE whilom [sic – former]  
correspondent of the IRON PORT at  
**Vulcan**, **Dr. M.C. BELKNAP**, has gone to  
the new eldorado, – Leadville, [*South*

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

*Dakota*] to try his fortunes and also to get rid of some very aggravating twinges of the rheumatism which were wont, at certain times to dance an impromptu quadrille all over his nether extremities. The doctor says that as soon as he gets cured up and makes his pile, he is coming back to spend the balance of his days, among the hills and pure air, of the Menominee region.

Those who have had the pleasure of the doctor's acquaintance recognize him as a first-class gentleman in every respect, and the IRON PORT seconds the motion and heartily recommends him to the favorable consideration of all his friends in his new home.

*The Mining Journal*, Marquette, Marquette County, Michigan, Volume XI, Number 559 [Saturday, April 5, 1879], page 8, columns 1-6 [*The Menominee Ranger*]

## VULCAN.

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Young **Mr. Fisk**, at the **store**, has recovered from the mumps, after giving them to nearly every girl in town.

**Girls are scarce at Vulcan.** A hundred not very bad looking girls could get fellows here.

Numbers of jaded men and teams pass through **Vulcan** on their road to Menominee, daily.

**William Arnold**, Esq., **assistant paymaster**, and **dealer in drugs and medicines, groceries and provisions**, and a dozen other things, reports business lively. William is an enterprising young man, and can hardly number his friends on the hairs of his head.

**Capt. Whitehead**, who runs the **Vulcan hotel**, began digging close to his house the other day, and it was whispered he was exploring. But it turned out, finally, that he

was only digging a well. If he had really been staking a pit, he would have been troubled greatly with water we opine, for he struck that article rich.

Vulcan to Quinnesec:

Aha! my sister, with all your pride,

With all your gold and silver gilding.

I can everlastingly over thee ride,

For you can't get insurance for a single building.

While I, surrounded with hardwood forests green,

Can get insurance at one per cent;

A fire here will ne'er be seen

Until the day of judg-ji-ment.

At the location of the **Norway** and **Cyclops mines**, two miles and a half distant from **Vulcan**[,] a **new school district** is to be set off by the township board and a school established. It will start with about fifth pupils. A selection for teacher has not yet been made, but one will undoubtedly have to be imported, as most of the fellows there are all out of practice in that line.

The **meat market** firm of **Newberry & Jenkins** are **building a meat shop** at the **Cyclops and Norway location**, which will make the folks fleshy around there. The worst we can say of the firm is that they don't subscribe for this family paper.

*The Iron Port*, Escanaba, Delta County, Michigan, Volume X, Number 19 [Saturday, April 12, 1879], page 3, column 5

WE have just received a well executed [*sic – well-executed*] map, showing the land belonging to the **Lake Superior Ship Canal, Railway and Iron Co.**, from their agents at **Marquette**, Messrs. **Matthews** and **Longyear**. The **Cyclops, Norway** and part of the **Vulcan** are on their lands. They are prepared to make leases of these lands on terms that will justify consumers of steel

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

ore, to undertake the mining of them. Any further information in regard to terms, royalty [*sic – royalty*] &c., can be had by applying to their agents as before mentioned. The map can be examined in the IRON PORT office at any time.

*The Mining Journal*, Marquette, Marquette County, Michigan, Volume XI, Number 560 [Saturday, April 12, 1879], page 8, columns 1-4 [*The Menominee Ranger*]

## VULCAN.

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On election day, to **Mr. and Mrs. L. Whitehead**, a **son, weighing twenty pounds** and four drams by a large majority. **Dr. McLeod** well.

The following was the vote at Vulcan, by majorities:

Supervisor, **E. Morcom**, 26; treasurer, **Wm. H. Jenkins**, 127; clerk, **Hugh McLaughlin**, 1; highway commissioner, **Wm. Dickie**, 77; overseer highways, **L. Whitehead**, 30; sup't of schools, **J.B. Knight**, 68; inspector of schools, **R. Brown**, 16; justice of the peace, **Capt. Schwartz**, 134.

When a man is elected overseer of highways and overseer of a newly born son, all in one day, he would live always. Babies born on election day should be allowed to vote.

We fail to get the election returns from **Mulligansville**. We learn that **Mulligan** returned, and that's all.

Next week we will have something to say about the natural resources of Vulcan, the greatest of which just now seems to be the production of big babies.

If Vulcan girls were allowed to vote there would be an awful pile of scratching done at the polls.

An old maid at the Norway wears short dresses. She says she does it because it's so muddy, but there are young fellows around there unkind enough to believe that she is trying to put on the bloom of youth in this way.

Residents of Vulcan are called Vulcanos; and there's generally an upheaval when you call them such, too.

Corner lots are at a discount at Waucedah, there's so many corner loafers.

Miners who work on the night shift at the Quinnesec mine bid one good night when they go to bed for the day. They turn night into day even more so that a loving young couple.

*The Mining Journal*, Marquette, Marquette County, Michigan, Volume XI, Number 562 [Saturday, April 26, 1879], page 8, columns 1-4 [*The Menominee Ranger*]

## VULCAN.

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**Capt. Whitehead** is getting rich by **keeping hotel**, and people ache to trust him and go on his bond as **overseer of highways**.

**Dr. McLeod**, the **popular physician**, promises us lots of birth notices soon.

The **post-office has been removed from the drug store to the depot building**, where **assistant postmaster Martin Killgallon** can be found to give one and all their love letters.

The side track at the **depot** is being lengthened out for the passage of larger ore trains.

When a Vulcan school boy "goes to the head" it's generally to get a thrashing.

A Vulcan woman has given her neighbors a "piece of her mind" until she has hardly any left for herself. And it is

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

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

further said that if she goes crazy she'll never come back.

The **Menominee Mining Company** paid off its men in full Thursday, and every one had money for a time.

**Mr. Fiske, clerk of the Menominee Mining Company**, thinks Vulcan is a great winter resort. Don't know. We never resorted to Vulcan in winter. It may be like the last resort for all we know.

*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.

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### 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 form 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 Mining Journal*, Marquette, Marquette County, Michigan, Volume XI, Number 563 [Saturday, May 3, 1879], page 8, columns 1-4 [*The Menominee Ranger*]

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### VULCAN.

**Mr. James A. Warren** and Miss **Augusta Boyd** were married forever and ever, amen, last week, and ere this have begun housekeeping. Jimmy is **Mulligan's** bar-tender [*sic – bartender*], and the way he made the cigars and beer fly among the boys as soon as he began to realize that he was really married was beautiful. They'd like to see Jimmy get married every day, if the young lady had no objections.

Young **Mr. Sloan**, of the store, was prostrated with a severe cold in his back several days last week, but is up and around again. It seems that a coolness sprung up between him and his girl, and he turned his back on her and caught cold.

**Wallace Manning**, our saloon keeper, is doing such a big business these days that he sings and whistles all the day long. Wallace's place is **built in the woods**, and people are often lead [*sic - led*] to believe that it's the birds or **Mulligan** that's singing and whistling, but it isn't. It's Wallace.

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

**Fisk** has stopped growing, having no further right of way. He's head and shoulders taller than **Capt. Whitehead**, and Capt.'s so tall that he has to stoop if he wants to sleep with his head under the bedclothes.

On the outskirts of Vulcan lives a somewhat renowned personage, a saloon-keeper. He is **John Mulligan, the prize fighter**, who has fought as many successful rounds in the ring, probably, as most pugilists, his last fight being with the famous **McAlpin**, at **Menominee**, which was a draw. Mr. Mulligan is a low-sized, heavy-set, round built man, of pleasing appearance and good address. He is a widower, and the father of a boy who is known all over, far and near, as "Mulligan's boy." The boy is his father's pride and joy, and is being well educated at the Vulcan school. "All I have to live for," said Mr. Mulligan to us the other day, "is that boy. When I am dead and gone I want him to be able to say, 'Though my father was a prize fighter he made a man of me.'" And there never was a happier father and son. Though there's no one left to love him but that little boy of his, John Mulligan, the prize fighter, is indeed happy.

The little lakes in and around Vulcan, which swarm with rock and black bass, are now the center of attraction for the Vulcan youths. **Master Whitehead** keeps his father's hotel supplied with fish all summer, and he swims more than he fishes, as a general thing.

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

## IRON AND MINING NEWS.

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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 Mining Journal*, Marquette, Marquette County, Michigan, Volume XI, Number 564 [Saturday, May 10, 1879], page 8, columns 1-4 [*The Menominee Ranger*]

## VULCAN.

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The **township road** that **Buell** built is **being repaired all the way from Quinnesec to Vulcan** and back again to **Twin Falls**.

**Mulligan** had an encounter with a **lynx** on the railroad track the other evening. It wasn't a lynx of bologna, either, but a regular, live, ferocious one. It seems that Mulligan was **on his way home from Quinnesec** when he espied the animal in the gray shadows of the evening and gave chase, forgetting for an instant that he wasn't loaded. Lucky for Mulligan, the lynx ran and didn't show fight, giving him a chance to remember his unarmed condition and retrace his steps lively.

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

**The woods are full of explorers and prospectors, and reports of new and valuable finds are heard in the land.** About every one you meet has a chunk of iron ore in his pocket, and when he shows it to you and you ask him where he got it, his countenance immediately assumes an expression as mysterious as the great hereafter, and he answers, "Oh, I got it." From this reply you must always infer that he has found the biggest thing on the range, and is trying to keep quiet about it until he can secure the land. Such an inference is very agreeable to some men.

At **Norway** one day last week to **Mr. and Mrs. J. Brooks Knight**, a young son, weighing **nineteen and three-thirds pounds**. The young clerk, superintendent of schools and school assessor is, like his father, an all-fired democrat.

At the **Cyclops mine** last Saturday evening while a young man named **George Taft** was riding one of the switch horses to the barn, at **Norway**, the animal became frightened at a locomotive and ran away, throwing Taft off, striking his head against a stump and breaking his right arm. **Dr. McLeod** was immediately called, under whose skillful treatment Taft is speedily recovering.

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

## PERSONAL MENTION.

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

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

*The Mining Journal*, Marquette, Marquette County, Michigan, Volume XI, Number 565 [Saturday, May 17, 1879], page 12, columns 1-4 [*The Menominee Ranger*]

## VULCAN.

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Vulcanos go fishing nearly every Sunday.

**Capt. Whitehead** is building a **hen-house in the rear of his hotel**, into which hawks and weasels cannot break and steal. He intends raising his own eggs and spring chickens hereafter.

The **poll-tax collector**, **Capt. Whitehead**, is heard in the land, trying to make men believe that they have to pay their poll-tax, or work on the streets or go to jail. Men would rather pay dog-tax than poll-tax, as a general thing. The Capt. has collected hardly a dollar as yet.

**Dr. McLeod**, of the **Menominee Mining Company**, has taken unto himself an assistant in the person of **Dr. J.L. North**, an able **physician and surgeon**, from **Escanaba**. The two will make a strong team, and cheat death out of victims on the Menominee Range. The only chance for people to die down here now is from that terrible disease, old age.

Cores from the **Bullock diamond drill** command a good price among foreigners in Vulcan.

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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

## IRON AND MINING ITEMS.

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

### [Menominee Range.]

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

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

ON the 14th instant, at an **exploring camp** two miles east of **Vulcan**, there died, of **diphtheria**, after an illness of only twenty-four hours, **John Cook**, a native of

New York, about 22 or 23 years of age. He was in the employ of **Hamilton & Merriman**. He had, we are informed, no medical attendance, and was hastily **buried beside the railroad track** near the camp.

**H.M. ATKINSON** was in town on Sunday. No ore in his pockets this time, but plenty on his location near **Vulcan**. Henry is a busy man, naturally, and, just to occupy his time during the winter, has taken, in company with **Isaac Johnson**, of **Forsythe**, a contract to furnish 700,000 feet of timber and lumber for the **new ore dock**.

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

WE made a short visit to “the range” this week, but found little to remark that is not already known to our readers. **Quinnesec** grows, and must grow, as long as Menominee ores are in demand at present prices. The **hotel enlargement** is so far completed as to be in use, the **opera house** building begins to show above ground, **Barclay** is in his **new stable**, and a dozen **new houses** are up and occupied. Every man, boy and animal is busy, and others are constantly arriving. The woods are full of explorers, and all are hopeful and happy. **Norway** makes rapid progress. There are now three concerns with stocks of **general merchandise**: **Johnson Bros. & Co.**, **Crane & McElroy**, and **Harteau, Bebeau & Co.** (**Jas. F. Atkinson** in charge); **Kimball, drugs**; **Robinson, hotel**; **Anderson & Co.**, **hardware and stoves**; **Hay, restaurant**; **Krouse, boots and shoes**; **Miss Vaughn, milliner**; **Roberts, livery stable**; and four or five **saloons**. There is plenty of pluck and energy displayed in the little burg, and if it does not overtake **Quinnesec**, in point of population and trade, it will not be for want of trying.

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

**Vulcan** holds its own; but we noticed one thing only of which to make an item, viz: that the present prices of ore had set the company to hauling the stock pile from the No. 1 pit, in carts, to the branch, for shipment. It is stated, we know not upon what authority, that the shipments of the **Menominee Mining Company** for the season, to date, aggregate over 200,000 tons, which would make the total shipments from the district 250,000 tons, or more.

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

## [Menominee Range.]

–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.

–**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 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 20 [Saturday, April 17, 1880], page 8, column 2

## Range Items.

**GOOD roofing slate** is found near **Vulcan**.

**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 26 [Saturday, May 29, 1880], page 8, columns 1-2

## Range Items.

–The **slate beds** near **Vulcan** are attracting attention. Slate of a fine quality is said to exist therein, and a good roofing slate is as staple as **Vulcan** ore.

–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.

*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

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

Ludington and Lake Antoine will follow soon.

*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.**

*Menominee Democrat*, Menominee, Menominee County, Michigan, Volume 1, Number 6 [Saturday, December 12, 1885], page 5, column 4

## Circuit Court.

Yesterday the day was nearly taken up with an **arson case from Vulcan**. **John Maloney used to keep a saloon at Vulcan, and on the 31st of May there was a terrible row at his place of business. That night some one [sic – someone] set fire to Maloney's house and saloon, and it was burned down.** The crime was laid on one **Felice Zadra**, but after hearing all of the evidence produced yesterday, the jury decided in three minutes that he was innocent. It cost him \$700 to prove that he was not the right party. **Fairchild & Cook** for defendant. **W.H. Phillips** for the people.

*The Menominee Range*, Iron Mountain, Menominee County, Michigan, Volume

XI, Number 7 [Thursday, May 9, 1889], page 1, columns 5-6

## FIRE AT VULCAN.

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### 20 Houses and 3,000 Cords of Wood Destroyed. Opportune Rain Storm. Brush Fires Cause Anxiety.

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The high wind that prevailed last Tuesday swept the blazing cinders from the forest fires surrounding the **East Vulcan location**, [sic] into the village and started a conflagration that bid fair to wipe out all before it. Men, women and children fled before the advancing flames, and the little village of East Vulcan was the scene of the wildest excitement. The miners hurriedly gathered together their household effects and carried them to places of safety, to be guarded by their wives and children, while they hurried back and worked bravely but almost hopelessly in their efforts to stay the progress of the devouring element. It was a desperate time. The wind was blowing a hurricane from the south, and the air was filled with the scorching breath, smoke and cinders of the conflagration, blinding the eyes and nearly suffocating those who attempted to combat the flames. The **Norway fire engine, manned by a volunteer company**, was soon on the ground, but in the face of such difficulties the efforts of any one fire company would be puny indeed. A telegram was received at this city asking that one of our fire engines be sent to their aid, but at that time this city was also threatened from a forest fire to the south of us, and it was not considered safe to let the engine go. At Vulcan, one by one the miners' homes were

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

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

reduced to ashes, until in a short time twenty or more families were homeless. 3,000 cords of wood piled near the engine house was consumed. Fortunately the wind blew the flames away from the engine house, and by hard work it was saved. The loss of the **Penn Iron Company** will reach probably \$20,000, on which there is very little of *[sic – if]* any insurance. The miners, we understand, were able to save nearly all their household effects, so the loss will fall very lightly on them.

Some excitement was occasioned among the officials of the **M. & N. railroad** last Tuesday when it was learned that a forest fire was dangerously near the trestle forming the approach to their bridge across the Menominee. A crew of men was sent down there to fight the fire, and they succeeded in preventing any damage being done to the railroad property.

**The evening passenger from Powers west was delayed over an hour at Waucedah by a large forest fire raging along the line of their road between that point and Vulcan.**

**The residents of Powers, Spalding, and in fact nearly every village along the line between here and Menominee, *[sic]* were out en masse fighting forest fires, and much uneasiness was felt for the safety of Menominee and Marinette.**

**With the entire county literally ablaze nothing could be more grateful than the heavy showers of rain that commenced falling about four o'clock and continued at intervals all night.** It brought relief to thousands of weary, anxious and almost discouraged men, and in a few moments insured safety that nothing else could bring. But for this rain fall *[sic – rainfall]* dozens of villages would soon have been doomed to destruction, and it is impossible to conjecture the amount of suffering that would have followed.

A destructive fire also occurred at **Spalding**, where a **large number of houses were burned**, and thousands of railroad ties, cedar posts, etc., piled along the line of the C. & N.W. track were consumed. The loss at this point must have been heavy, but we have not had any estimate of the amount.

*The Current*, Norway, Menominee County, Michigan, Volume V, Number 15 [Saturday, May 11, 1889], page 1, column 5

## **\$20,000 IN ASHES.**

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### **Terrible Conflagration at East Vulcan – Twenty-five Families Homeless – 3,000 Cords of Wood Reduced to Ashes.**

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Tuesday afternoon a telephome *[sic – telephone]* message was received at **Norway** that **East Vulcan** was on fire, and the fire engine was called. As soon as practicable the fire department was on its way, and considering the long distance and the weight of engine and hose carts, good time was made. On arriving there the discovery was made that the **fire had come in from the swamp to the east and south of the East Vulcan location and that already more than twenty dwelling houses had been burned, that the fire had climbed the hill to the mine and had already made a good start in the cordwood piles of the company**, in which were an aggregate of more than 3,500 cords, and that it would be a struggle to preserve the machinery and buildings of the mine which were surrounded by the wood. The steamer was placed at a tank near the

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

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

pumpng engine house, and in a very few minutes three streams were at work in as many different places. Teams were procured and for several hours cordwood was loaded from piles nearest the engine houses, and hauled to a place of safety, in as lively a manner as willing workers could handle it, while the firemen kept everything, (men included) as wet as possible. This was done to insure every chance of saving the machinery, the loss of which would have closed the **East Vulcan mine** for six months, and throw 250 men out of work. Just about the time that things were the hottest and when a chain had been attached to the fire engine and horses stood ready to jerk it out of the furnace *[sic – the furnace]* like position in which it stood, if the fire continued the encircling process which it had kept up for four or five hours, thunder was heard[,] it began to sprinkle rain and finally to pour, and the shout which went up from hundreds of throats whose owners bared their heads to the storm, in exultation, was thrilling. While the rain which followed did not put out the fire (there was hardly water enough in Michigan for that), it killed the smallest fires, and dampened everything so that the work from that time was comparatively easy. About 3,000 cords of wood were consumed and when those woodpiles became one mass of living fire the sight was both grand and terrible. In the meantime those who had lived in the burned district, and who, in almost every instance had lost all, were being taken care of by their more fortunate neighbors, and when night closed in no one was without shelter. The fire ladies *[sic – ladies]* remained until midnight when all except **chief [sic – Chief] Ahlich** and the engineer and fireman returned to Norway, they remaining there with the engine as a matter of precaution. The boys worked like horses, and earned for themselves and their engine many words of praise, but

every mothers *[sic – mother's]* son of them was a cripple next day. Give them the water and they will put it where it will do the most good every time. An uncharitable individual at our elbow says “they will do the same thing with beer.” A rather pleasant episode of the busy day was the appearance on the scene when most needed, of that old fire veteran and former chief of our department, **Sheriff Stiles**. You ask, did he work? well *[sic – Well]* we rise to assert that he just did, and left for some when the train pulled out, without a dry stitch in his clothes. Another pleasant incident or rather series of incidents were the attempts of the boys to finish up the load of edibles brought from the **Penn Co's. [sic – Co.'s] store** and spread in the Captain's office, and the pails of hot coffee furnished by **Mr. and Mrs. John Lofy**. They did nobly, but some remained. In view of the general shortage of that article, under which the writer has so long suffered, he was allowed a monopoly of the canned tongue.

*The Menominee Range*, Iron Mountain, Menominee County, Michigan, Volume XI, Number 8 [Thursday, May 16, 1889], page 1, column 2

WE notice that several of our exchanges report that the **Vulcan mine buildings** were destroyed by the recent fire in that village. This is a mistake. The mine buildings were fortunately saved. Had they been destroyed the miners would have lost employment as well as homes.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 18 [Thursday, September 29, 1904], page 5, column 3

## VULCAN VARIETIES.

# DICKINSON COUNTY HISTORY – NORWAY TOWNSHIP – VULCAN – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

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## VULCAN VARIETIES.

A cement sidewalk is being built from the town hall site to Otto Marinello's meat market, thence along the front of the school-house [*sic* – *schoolhouse*]; also from the Penn Iron Mining company's office to the depot.

The new town hall, to be built on the corner just north of the old Whitehead Hotel, will be a fine structure, 40x70 feet on the foundations and two stories high. In the lower story will be located the **post-office** [*sic* – *post office*], township clerk's office and justice court room. The second story will be a **hall for holding caucuses and elections and for entertainments, shows and other general purposes.**

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 23 [Thursday, October 27, 1904], page 5, column 4

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## VULCAN VARIETIES.

**Mrs. Chas. Heimerdinger** is visiting at Menominee this week, where Mr. Heimerdinger recently accepted the position as local agent for the North-Western Railway.

The **contract for building the new town-hall** [*sic* – *town hall*] was awarded last Monday night to **Newman & Johnson**. The building will be 40x70 [*feet*], two stories high, and will be constructed of brick. **The brick will be purchased from W.J. Turner.**

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 24 [Thursday, November 3, 1904], page 5, column 1

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A new flag-pole [*sic* – *flagpole*], seventy-five feet high, has been erected at the Central school grounds.

The work of excavating for the foundation of the new town hall was started last Monday.

**Range telephones have been installed at the Central, East Vulcan and Sturgeon Mill schools.**

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 30 [Thursday, December 15, 1904], page 9, column 2

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## VULCAN NOTES.

**The foundation of the new town hall is completed** and everything is ready for further work.

The **Vulcan lake** affords much pleasure to skaters just at present. Large crowds may be seen there every evening.