

MENOMINEE COUNTY HISTORY – SPALDING TOWNSHIP – POWERS – EARLY NEWSPAPER ACCOUNTS

[Compiled and Transcribed by William J. Cummings]

Michigan Place Names: The History of the Founding and the Naming of More Than Five Thousand Past and Present Michigan Communities by Walter Romig, L.H.D., Wayne State University, Detroit, 1986, page 457

POWERS, Menominee County; in 1872, Edward Powers, a civil engineer for the Chicago & Northwestern Railroad, began to acquire land here in Spalding Township, platted it, named it, and for many years was associated with its development; Carrie Brooks became its first postmaster on June 29, 1877; incorporated as a village in 1915.

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume IV, Number 15 [Saturday, March 15, 1873], page 2, column 3

P.M. Brown is clearing away a lot at **section 42**, or **Power's Station**, for the purpose of erecting a hotel. The junction of the **Menominee Range Road [Railroad]** will be there.

[NOTE: Powers, or Powers Station, was also referred to as "42" in early references, as it was 42 miles from Menominee to the junction where the Menominee Range Railway was to head northwest to the rich iron ore deposits of the Menominee Iron Range.

The *Escanaba Tribune* published a series of "letters" penned by "Racketty" under the heading "Our Correspondence from the Menominee Range Railway" between May 12, 1877 and November 3, 1877. The *Escanaba Tribune* changed its name to *The Iron Port* in early October, 1877.

"Racketty's" identity remained a mystery until a reference made in the August 14, 1880 edition of *Escanaba's The Iron Port* noted, under "Range Items" that "Penberthy

[the editor of *The Menominee Range*, a newspaper then published in Quinnesec] has taken to the woods and "Racketty" Clark wields the 'pencil, pastepot and shears' in the Range office." Thus, "Racketty Clark" reported most of the early accounts of Powers and the construction of the Menominee Range Railway below.]

The Mining Journal, Marquette, Marquette County, Michigan, Number 445 [Saturday, January 27, 1877], page 4, column 1

Work on the **Menominee Range Railroad** is being pushed rapidly forward. **The road commences at a point on the Chicago & Northwestern railway, twenty-three miles from Escanaba, and forty-two from Menominee, at which buildings to be used as offices, stores, boarding houses and dwellings have been erected.** Three hundred men are at present employed, which force will be increased as soon as arrangements can be made for their accommodation. It is intended to have the road built to the **Breen** mine on section 22, township 39 north of range 28 west, at the opening of navigation, when active work will commence at that mine.

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

Work on the **Menominee [sic - Menominee] Range Railway** is being pushed with great vigor, there being a force of not less than 600 men employed[.] **Clark, Lipe & Co.** have a sub contract for that part of the line west of the **Breen** mine, and there is no reason to doubt but that the track will be completed to the **Quinesaik [sic - Quinnesec]** early next fall -- possibly

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in time for the shipment of some ore before the close of navigation. The building of this line is attracting a great deal of attention to the new iron field, and negotiations are now in progress looking to the extension of the railway from the Quinesaik [*sic* – *Quinnesec*] across the river to the newly discovered deposits in Wisconsin.

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 23 [Saturday, May 12, 1877], page 2, column 2

Correspondence from Sec. “42.”

It was all a mistake that little tale about our getting run over by a cod fish, for as you may perceive by this letter, the child is yet alive. We have planted ourself [*sic* – *ourselves*] in this place with the intention of studying Rail roadology. **Chipe** [*sic* – **Lipe**] & Co.[,] who have the grading from the **Breen mine** to the **Quinnesec**, have about 275 men including sub-contractors. **D.L. Wells & Co.**[,] who are building the south end, have upwards of 200 men in grade, about one-half of which are on [*the*] construction train. The company have [*sic* – *has*] also about 100 men on timber bridging and ties. We understand that the track laying on this end will soon be resumed. There is at present about four and one-half miles of track down and we believe the remainder will be put down at the rate of about one-half mile per day. Among familiar faces we notice **E.R. Parks** of **Escanaba**, who is at present with the Engineer corps, and wears the boss pair of stoga boots. **Racketty** is at present in the **hotel business** and does all the coarse hand writing. **C. Lipe & Co.** have [*sic* – *has*] raised wages from \$1.25 to \$1.40 per day and board from \$3.50 to \$4.00 per week. Our Mariar says we must not write

any more (soft stuff) and as we believe in a hereafter we will close by subscribing ourself as in days of yore.

RACKETTY.

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

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

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

Our Correspondence from the Menominee Range Railway.

MR. EDITOR. -- We have for some time been trying to collect our scattered thoughts, with a view to enlightening you as to the progress of railroad business, and other matters connected with this place, but have just returned from a short stroll, with the conviction that we have not been rewarded in a measure to compensate us

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for our untiring efforts, for, although the construction of the Menominee Range railroad is being pushed with the usual vigor, yet the general hard times have not changed one particle, and good whisky cannot be procured for less than ten cents per glass. We are a temperance man ourself, but as we take an interest in the welfare of our fellow-citizens [*sic – fellow citizens*], it is their sad condition that we consider so deplorable. Several car loads of iron rail are shipped up the road every morning, and everything looks favorable for the completion of the road somewhat sooner than has been anticipated. All that will be lacking to make this place a city at the completion of the road, [*sic*] will be a blast furnace and saloon, but we think the latter-named institution is at present kept on the European plan somewhere in this vicinity. It has been hinted to us that a certain pounder or compounder of medicines hereabouts is selling forty rod, and we would caution the gent, least the broad and untiring hand of Michigan law lays its vice like grip upon his carcass. We have as yet had no rain in this locality this month, and if the heavens do not soon open and pour upon us their refreshing element, we have little doubt but that the coming season will be a sickly one in this place, as the land surrounding us is composed principally of cedar swamps, and spruce and tamarack bogs.

Mr. **J.A. Crozier**, of the **Menominee Herald**, made us a pleasant call on Tuesday last.

In my hurry, I had almost forgot to mention that we have been surrounded by fire for nearly a week, and it is still holding on to the dry earth in some parts of surrounding property.

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

RACKETTY.

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 26 [Saturday, June 2, 1877], page 2, column 2

Our Correspondence from the Menominee Range Railway.

SEC. 42, May 23d, 1877.

MR. EDITOR. – A severe, if not fatal **accident** occurred on the new line on Saturday of last week. **Michael O. Connell** [*sic – O'Connell*], while working on a cut some three or four miles up the road, was seriously injured by the sudden caving of the bank, which threw him against a car truck with such force that his collar bone was broken and his head cut in a frightful manner, besides giving him serious internal injuries.

On Sunday, the 20th, our townspeople were called upon to witness the **first wedding** on the new line. The contracting parties were Mr. **Warren L. Benjamin** and Miss **Clara M. Essington**, both of this place. **Rev. N. Green**, of Escanaba, was called upon to officiate, and we give him credit for doing the work in good style. Previous to the marriage ceremony, Mr. Green delivered a short but very interesting discourse. The bride and groom tarried until Tuesday, and then left to seek fortune in some more congenial clime. We wish them much happiness in their doubled-up condition.

The people are on the lookout for Bruin, as he has been of late making very earnest demonstrations of war upon their pig pens.

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

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

RACKETTY.

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Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 27 [Saturday, June 9, 1877], page 2, column 3

Our Correspondence from the Menominee Range Railway.

SEC. 42, June 5, 1877.

MR. EDITOR. – Everything in our surroundings seems of late to have put on a lively appearance. Railroading business is in full bloom, and **Messrs. Wells & Co.**, are now running three construction trains on the new line. Our little village of **Powers** is beginning to look up rapidly, and if we understand correctly, a **post office** will soon be established here; this latter-named institution will be a great convenience, as there is considerable amount of mail for this place, daily. Our nearest post office is at **Spaulding Station**, distant one mile. The petition to the department calls for Miss **Carrie Brooks**, as **post mistress**. The **new tank** just completed, and which is intended to supply both lines, is an ornament to the road. **Morris H. Kelly, Esq.**, late of Escanaba, presides behind the counter at the fine **store of Wells & Co.** Mr. **Cheney**, the general manager of the **Breen mine**, made us a call a few days since; he reports business very brisk at the Breen. We have been favored with a light fall of rain of late, but not quite enough to satisfy our appetite for moisture. **Michael O'Connell**, the man who was injured up the line some two weeks since, has returned, and is mending rapidly. **Asa Dodge**, the old pioneer boot and shoe builder, of Escanaba, is in our village, and has his hands busily employed.

Truly yours,
RACKETTY.

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 28 [Saturday, June 16, 1877], page 2, columns 2-3

Our Correspondence from the Menominee Range Railway.

SEC. 42, June 13, 1877.

MR. EDITOR. – Circumstances will not permit us to write up much of the doings in this locality the present week. With a cold in our cranium, and corns on our gunboats, we are severely distressed.

It has been raining almost incessantly since our last writing, and calked boots are getting quite numerous here. The **saw mill** at **Spaulding** is in full blast, and Mr. **Murphy**, the superintendent of said milling business, has caused a **new side track** to be built from the main track to the mill, which will greatly improve their facilities for getting their lumber to the main track, as it has heretofore been conveyed on wagons, a distance of nearly one-fourth mile.

The work on the new road is progressing finely, and we understand that more iron will be laid immediately. Fresh hands for the new road are arriving daily, and the force of **Wells & Co.**, now exceeds 600 men. On Tuesday of this week, a man named **Richard Jones** had his **foot crushed** in a serious manner by the violent slacking of one of the construction trains. We would suggest that the engineer fraternity be a little cautious in the future.

Peter Reegan [*Reagan – ?*], a man in the employ of **Wells & Co.**, had his **leg broke** by the caving of a bank.

Yours truly,

RACKETTY.

P.S. Since writing the above, I have received intelligence that a man named **Dennis McCarthy** working on the upper end of the road, was **killed** on the 14th by

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the caving of a bank on the work.

R.

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

Our Correspondence from the Menominee Range Railway.

SEC. 42, July 5, 1877.

After a lapse of two weeks we proceed to enlighten you with the news of the week. On Friday last, **Joseph Goetz**, a laborer in the employ of **Wells & Co.**, was somewhat **injured by the falling of a bank on the new road**; he was taken to **camp No. 1**, and **Dr. Fortier**, of **Menominee**, was summoned, who pronounced the man out of danger. Goetz was sent to his home near **Green Bay**, the following Sunday. **The iron is laid within a short distance of the Breen mine, on the new line.**

Sheriff Ruprecht, of **Menominee county**, was in this place a few days since hunting **illicit liquor dealers**; they say that Joe had fifty dollars for the person that would point out the guilty parties, but it appears that his labors were not crowned with success.

The **glorious 4th** passed by us with nothing in the way of excitement except some six or half dozen exhibitions of fistic exercise, after which the wounded were, with few exceptions, carried off the field dead – i.e. dead drunk – and, indeed, your humble correspondent, Racketty, had instruments of various makes (principally Old Rye seven shooters), placed in unpleasant proximity to his smeller, but as he has long since shook the gang, he of course retreated in good order.

One of the enthusiastic citizens succeeded in getting away with a pint of

kerosene oil, property of Mr. **Duncan McMillan**; we would propose that he now proceed to light himself.

As our time is short, and confusion great, we will proceed to stop.

Yours, &c.

RACKETTY.

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 32 [Saturday, July 14, 1877], page 2, column 3

Our Correspondence from the Menominee Range Railway.

SEC. 42, July 12, 1877.

MR. EDITOR. – The glorious **Fourth** has come and gone, the jug has been buried, and once more peace and quietude reign supreme in 42. You may think the above expression wholly uncalled for, but had you been at this place on the Fourth, you would have remarked without hesitation, “Why is this thus?” Last Wednesday, that **glorious one hundred and first anniversary of our national independence**, when every loyal citizen of this enlightened country should have been offering a tribute of respect to the star spangled banner, the boys at 42 were whooping it up lively. The day was occupied in the usual manner, and in the evening a fair display of fire works [*sic – fireworks*], together with the firing of an anvil [*sic*], and a genuine dynamite explosion, after which the people were addressed by Mr. **J. Hoose**, of this place, who made some very appropriate remarks. He was followed by **Hon. Garry Forrest**, who hails from the south of Ireland, and is recruiting [*sic – recuperating*] his health in this place.

The **postoffice** [*sic – post office*] at **Powers** of which we made mention in a

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previous number, has been decided on, and Miss **Carrie Roberts** of this place has been appointed post mistress, with the necessary bonds signed and approved; this will be a great convenience to the citizens of this place.

Two gentlemen from **Negaunee**, [sic] were in this village last week, who stated their intention of building a **drug store** at the **Breen mine**.

John Skogel, an employee with **Wells & Co.**, was run over by one of the **construction trains**, and almost instantly **killed**, on Tuesday of this week. It appears that Skogel attempted to jump off the cars, while in motion, and struck against some obstruction, which threw him under the train. The deceased is of Swedish origin, and has a brother lying ill at **Menominee**.

The **Breen mine** can now be reached by rail from this place.

Yours, & c.
RACKETTY.

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 33 [Saturday, July 21, 1877], page 2, column 2

Our Correspondence from the Menominee Range Railway.

POWERS, MICH.
July 19, 1877.

MR. EDITOR. – The present week being **pay week** on the road has been one of unusual excitement in this place. The latest excitement is a **stabbing affray** between two natives of **Poland**, the same taking place at **camp 4** on the new road. One of the parties received a severe knife cut on the right side, almost directly under the armpit; he was sent to camp and his wound dressed, and is now in fair shape to recover. The perpetrator of this foul deed

has since escaped. The name of the injured man is **Joe Blitskie**, and it is said the deed was done without provocation on his part. Work on the new road is still rushing. Our new **postoffice** [sic – *post office*] is doing a fair business under the supervision of **postmistress Brooks**. And now we are beginning to feel like a business community.

Yours, &c.
RACKETTY.

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

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

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what we saw of it, appeared to be doing a smashing business.

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

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

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

RACKETTY.

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 38 [Saturday, August 25, 1877], page 2, column 2

Our Correspondence from the Menominee Range Railway.

POWERS, MICH.,
Aug. 22, 1877.

Notwithstanding the drawbacks of the outside world and the pullbacks of its feminine citizens, our little hamlet is lively beyond imagination, and the daily arrival of ore shipments from the **Breen mine** serve to heighten our enthusiasm.

One of the engines (No. 83) working on the construction was considerably used up by being thrown off the track above the **Breen mine**, on Saturday last; she was towed into Escanaba, and another engine (No. 135) brought to replace the damaged one.

The **saw mill** at **Spalding** [sic – *Spaulding*] has suspended operations owing to the low water and scarcity of logs.

The directors of the **C. & M.W. R'y** took a trip up the new road on Tuesday last.

Our surroundings were visited by a copious fall of rain Tuesday night.

RACKETTY.

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

On The Menominee Range.

The new town of **Powers** is lively as usual, and everybody seems to be busy. We noticed quite a number of signs of those necessary adjuncts of civilization, – **saloons**, – scattered all through the place since our last visit, and are told that about pay day, they sometimes produce scenes that are altogether too lively. The **churches** and **schoolhouses** [sic – *school houses*] that are to be, [sic] have not yet appeared. The **store of D.L. Wells & Co.**, [sic] is doing an active business, and the clerks are kept busy all day, and seemingly part of the night. Mr. **S.H. Selden**, chief

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engineer, and his corps, are actively engaged on the railroad work, and judging from appearances, have not much idle time on their hands.

The **main boarding house** for the men, – **camp one**, – is kept by Mr. **Essington**. He has now about 90 men, although the number is sometimes increased to more than 100. The bill of fare is excellent, and from the way in which the viands disappear at each meal, is unquestionably relished by the men. Viewed as a first-class watering place, the accommodations would not be considered tiptop, but for a hungry man just out of the woods, the cuisine, superintended by Mr. E. and his estimable lady, are just the thing.

We had some little opportunity of examining some of the **farming land** in the vicinity, and were very much pleased with the quality of the soil, and growth of the timber. Of course, from the newness of the country, it is impossible that the soil could have been thoroughly tested, but wherever farms have been made along the line of the **supply roads** to the various **lumber camps**, the result has been attended with gratifying results. – Three and a half miles from here, Mr. **Barney Bromsted** has a **young farm** that he purchased three years ago from one of the lumbering firms. At that time, some 15 acres had been cleared. This year he will raise from 60 acres now in cultivation, a surplus above his own requirements, [sic] of about \$1200. His crops consist principally of **oats, potatoes, buckwheat, hay, and turnips**. He is well satisfied, and says that any year he cannot clear \$1000 from his place, he will sell it. The work is done principally by himself, besides a good deal of labor thrown in on the road. There is an immense quantity of land just as good as Mr. Bromsted's around here, waiting for a settler to come and make himself independent in a few years.

At the newly-fledged town of **Waucedah**, we found everything lively, and the citizens jubilant and enthusiastic over their prospects. Several new buildings are going up, in addition to those already built. The **Breen mine** is now shipping ore regularly, and enlarged and extended their operations lately. They have erected a large derrick, and now handle the ore with more ease. Explorations for ore are to be commenced immediately east of the present mine location. The indications are good, and it is quite likely that the same formation extends in that direction. The chain of the **Hamilton Lakes** in the vicinity are beautiful little sheets of water, and as they with the connecting streams of water are generally filled with the finny tribe, they are becoming favorite resorts for those piscatorily [sic] inclined. Mr. **Selden's family** are enjoying here a pleasant season of camping out.

The **Breitung mine** is opening splendidly under the superintendency of **Capt. Whitehead**. This mine is located in a hill which rises up between two and three hundred feet in the highest part. The arrangements for handling the ore are excellent, and when all the plans are completed, it can be worked very economically. The ore is a dark blue hematite and the best will yield somewhere in the neighborhood of 65 per cent of iron. A tunnel 75 feet in length has been driven into the face of the hill, to the vein on the second level, which will be about 50 feet above the railroad track, exposing a 75 feet [sic] face of ore. At present a series of pockets will receive it, when finished, and 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

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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**.

Our Correspondence from the Menominee Range Railway.

POWERS, MICH.,
Aug. 28, 1877.

Did you ever shake hands with the pick or
the spade,
And work on the muddy railway grade;
If not, take a trip to the **Menominee Range**,
And you will soon undergo a remarkable
change
You must pull off your fancy tie, collar and
shirt,
And make up your mind to go shoveling
dirt;
You're sure of a job, and you'll get all your
pay,
Which comes up in full, ten shillings per
day;
And this we call good, considering the
times,
For 'tis hard nowadays to turn up the dimes.

At **Powers Junction** begins the new line,
Which extends to a point called the
Quinnesec mine.
Along the route are several prominent
stations,
Populated by representatives from most all
the nations;
But suffice to say, they're a fine lot of men;
To describe all their merits would wear out
our pen.
One thing of importance we forget to
mention,
Which we're sure will attract your people's
attention;
'Tis the deer, and other desirable game,
Of every describable nature and name.
And although quite a secret, we must let
you know,
That the streams which through our forests
do gracefully flow,
Are filled with the angler's delight i.e. the
brook trout,
Which would sharpen your appetite without
any doubt.
So clean up your gun, and collar your devil.
Also your fishing rod, fly hook and swivel,

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And make us a visit, it won't hurt you a
particle

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

RACKETTY.

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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 business prowess of our little village is evidently on the decline. The contractors (**Wells & Co.**) are moving their forces up the line, and undoubtedly the future rush of business will follow the laboring class. It is impossible to say where your correspondent will locate at, but without a doubt, will turn up in some remote part of the country at no far distant day, but as (this is thus,) we must give the place its just dues, and we are confident that as a **farming country**, it cannot be excelled on the upper peninsula. Of course some of your readers may think the above assertion a little loud, but as we are not financially interested, we are ready to substantiate our remark at any time, provided some of your readers will take the trouble to call on us. Mr. **Bromsted** is at present unearthing **potatoes** at a rapid rate, and we are in receipt of some of the vegetable product of his farm, which defy competition, unless the farmer locates in his vicinity.

That delicacy, called **venison**, has been suffering greatly in this vicinity, within a few weeks past, and the various hunters along the line are now disposing of venison saddles at 4c per pound, and throw in the hide at that. A genuine **black tail deer** was shot eight miles up the line, one day last

week. This, we believe, is the first of this species ever captured on the upper peninsula. How he ever got so far north, *[sic]* will probably forever remain a mystery.

The **rail** on the new road is laid to the **Breitung mine**, and just now those who admire scenery sublime, *[sic]* are to be accommodated without the difficulties attending the weary pedestrian.

RACKETTY.

Escanaba Tribune, Escanaba, Delta
County, Michigan, Volume VIII, Number
45 [Saturday, October 13, 1877], page
2, columns 3-4

THE above profile will show something of the direction of the railroad, through what is called the **Menominee Iron Range**, from **Escanaba**, the port of of *[sic]* outlet, westwardly across the **Menominee river**, to the **Commonwealth mine**, in the State of Wisconsin. The *stars* indicate the mines that are at present opened along the line. There are other deposits the future value of which time will develop. At present the railroad is only finished as far as the **Quinnesec mine**, but the probability is that it will be completed as far as the Commonwealth next season. It will be observed that the line runs nearly due west almost to the river, and from there diverges in a northwesterly direction, to the farthest mine. As mineral deposits do not terminate there, this road may be extended indefinitely still further west, at no very distant day. At the Junction at **Powers** this mineral range has a communication by the C. & N.W. R'y. with the towns at the mouth of the Menominee River and with the cities farther south. As the iron trade revives and the demand for ore increases, the output from this range by way of Escanaba must be enormous, emphatically entitling it to the name of the Iron Port. *[Included with this article is a crude map showing the route of*

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[Compiled and Transcribed by William J. Cummings]

the railroad from Escanaba to Commonwealth.]

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 46 [Saturday, October 20, 1877], page 3, column 5

ONE HUNDRED MEN WANTED.

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

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

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

Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 48 [Saturday, November 3, 1877], page 2, column 3

Powers. – “**RACKETTY**” wrote us on the 30th, as follows:

J.M. ESSINGTON, of this place, shot on Saturday last, a **buck** which weighed, when dressed, three hundred pounds.

Several of the **Menominee River lumber companies** are sending men to the woods, by the new road, almost daily.

The **completion of the new R.R. line**, commencing at this place is near at hand and the contractors have put on an extra force, which will no doubt end operations by Nov. 5th.

Several **Chicago gents are hunting** in this locality and, from the noise which they make while tramping through the brush, we should judge that they were more accustomed to the Nicholson pavement, of Chicago, than the haunts of the deer in northern Michigan.

P.C. MURPHY, the gentlemanly **conductor** who had the misfortune to **lose one of his legs on the new road**, some time since, was removed to **Escanaba** on Saturday last. The best wishes of the citizens of this place are with him; and we sincerely hope that the day is not far distant, when he will fully recover the physical strength of by-gone days.

We imagine that the day is not far distant when “**Racketty’s**” little contributions to the **IRON PORT** will come from the head waters of the **Sturgeon River**, as we are contemplating a month’s sojourn in that direction ere long. We will notify ye Editor in due time, that he may enlarge his paper; for it is our intention to write up about sixteen feet of nonsense, every week or two at least. But we would have it distinctly understood that we are not going to try to immortalize our name; as that idea has

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proved a failure with too many of our calibre [sic – caliber] during the past two or three years.

The Mining Journal, Marquette, Marquette County, Michigan, Number 485 [Saturday, November 3, 1877], page 8, column 1

[To the Editor.]

A TRIP TO THE MENOMINEE RANGE.

– Having just returned from a trip to the Menominee iron range, I herewith enclose you a brief outline of my experience in that important, but yet undeveloped region. Arriving at **Forty-Two**, or "**Powers**," as it is now called, I found everything in a flourishing condition. The place is laid out for a town, but the only buildings there as yet are a post-office and several boarding houses. The boarding houses are all full to overflowing. Leaving there next morning, I arrived at the **Quinnesec** during a heavy rain. At this place four buildings are going up, and are so much needed that they are being filled with merchandise while yet in an unfinished state. While here I called on **John McKenna**, of course, who is running a drug store at this place. John seems to be doing well, and is glad to see a Lake Superior man at any time. I then went over to **Dickey Brothers'** place, which is a mile and a half distant. The Dickey Brothers have kept an **Indian trading post** at this place for the last six years, and while there I examined some most magnificent furs procured from Indians and trappers. The next place I arrived at was on a section of the Menominee river called **Bad Water**, 10 miles from the **Quinnesec mine**. Here, in company with **Mr. Keyser**, of Menasha, Wis., I stopped over night at the house of a man named **Miller**, and in justice to Mr. Miller, must say that he keeps one of the best and neatest houses in the state of

Michigan. I crossed the river at 7 o'clock next morning, (Sunday), on my way to the **Commonwealth mine**. I arrived there at 11 o'clock a.m. and found my way to the house of **John Tobin**. I found Tobin at home, and took dinner with him, after which we sat down together and had a smoke. After taking a short rest we started for the mine, which is half a mile distant from Tobin's house. There I found a stripping or opening of a vein of blue steel ore 162 feet wide, and 25 feet deep as far as developed. The Commonwealth company has a range of four miles from east to west on the line of this vein, with several test pits a mile and a half distant, showing in places a good sample of magnetic ore. From my limited experience I should judge by the looks of this mine that it is an immensely rich find, and will some time turn out to be a sort of bonanza to the owners. While at this mine I was the recipient of many kind favors from Mr. Tobin, to whose courtesy and kindness every visitor in this region will testify. The Quinnesec mine is doing a large amount of work, and are preparing for extensive mining operations next spring. At the Breen mine they are taking out from 10 to 15 car loads of ore per day. The captain says that as soon as they get their shaft in good working order, he calculates to ship 120 cars of ore per day. P.D.

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

MENOMINEE IRON RANGE.

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

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[Compiled and Transcribed by William J. Cummings]

Visit to the Iron Mines.

POWERS

There is at present considerable excitement existing here, in regard to the discovery of gold and silver at the **Emmett** [sic – Emmett] mine, twelve miles west of this place, should the bonanza pan out well we will inform you of the fact and also send your dealers an order for cheap “peter funk” jewelry and forty rod whisky as we intend opening a trading post on the frontier among the “Inguns.” This section of Menominee Co., is fast developing its **farming** capacity and we have at present about thirty enterprising grangers in our immediate vicinity and ample room for many more. The farming lands around **Powers, Spalding** and **Kloman** are conceded to be second to none, as regards fertility, and the idea often times advanced, viz; –That it takes a lifetime to improve eighty acres of farming land here, is a very foolish one. We have several farmers three or four miles southwest of the junction who have been but one year on their farms and have already got some fifteen or twenty acres each cleared and in fine shape to receive next spring’s crop. Elbow grease and a strong determination will eventually redeem many hundreds of acres of farming land from the forests of Menominee and Delta counties, but this alone will not suffice. Our grangers want some enterprising chap to step in among them and build a good **grist mill**. Let some moderate capitalist who means business come down this way and see for himself.

WM. J.B. REIN formerly station agent at this place has, as we understand, been removed to **Spalding**. **WM. KING** of **Escanaba**, fills the vacancy at **Powers**.

CRUISER.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 21 [Saturday, April 26, 1879], page 3, column 5

POWERS. – Items furnished by “CRUISER.”

We have for some time past been favored with very fine weather.

Our village is about to receive three additional buildings, and is just in receipt of four “bran new” baby girls. Who dares to assert that we are not an enterprising community?

The **gravel train** going north on Saturday evening last, **ran over and killed two head of cattle at Section 45 gravel pit**.

A party of our fun loving citizens took in **Hermansville** last Saturday evening; the result being a dance and altogether a general good time. The party, however, dispersed before the dawning of the Sabbath day.

Business bids fair to more than usually brisk in this locality the coming summer and all that is now wanting is a few enterprising farmers to come this way and till some of the excellent farming lands which surround us on all points.

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

IRON AND MINING ITEMS.

The little branch of the **Chicago & Northwestern railroad**, extending from what is called “42” [**Powers**] – being that number of miles north of Menominee, Mich. – to **Quinnesec**, which was built last year,

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

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

A RUN TO WAUCEDAH.

Breaking loose last Saturday after a hard week's work, we took a trip to Waucedah. The morning was warm and pleasant. The woods were looking glorious in their new green dress and the ground at their feet was besprinkled with flowers. The **Quinnesec accommodation train** left at 8:30 in the morning, **conductor M. HOULIHAN**, carried us out as far as the **Menominee River Junction**. We passed several fine farms, that in a few years will be hard to beat, and on which spring work was actively going on. A large amount of

wood, ties and posts were on the banks of the track, but fires in the woods were making this kind of property quite unsafe and during a strong wind, when it was as dry as it was this time, the efforts of watchers are sometimes unable to save it from entire destruction. Such a case happened in the afternoon of the day when the high wind had made the flames uncontrollable and destroyed a lot of posts and telegraph poles between **Ferry and Spaulding**. **CROZER & McINTYRE'S mill** at the latter place, is turning out a big amount of lumber. The convenience of a planing mill adds largely to their sales. They were also experiencing some little difficulty with the fire, among their sawings on the railroad bank, further up the line. At the Junction we accepted an invitation from **Superintendent W.B. LINSLEY** to take a ride on his lately arrived miniature [*sic - miniature*] engine "Minnie." It is a perfect little beauty and skims over the road like a thing of life. It will run anywhere where there are two rails and will be of immense convenience in facilitating business with the various mines and lumbering location [*sic - locations*]. We passed by the fine lumbering establishment of **C.L.J. MYERS** on **Little Cedar River**, which by the way is [*a*] model of its kind. An immense quantity of logs for a small stream are on hand and everything is arranged symmetrically, substantially and neat, giving it an air of permanence which is seldom found, in the country, at mills of this kind. The making of sash, doors and blinds, in connection with the lumber business, will be carried on extensively. Arrived at Waucedah, we refreshed ourselves first with a dinner at the excellent table of **MR. GIFFORD**, – who by the way has largely improved his house [*hotel*] lately – and then took a survey of the town and surroundings, including the famed **Emmett iron mine**, with its hidden treasure of gold and silver. we [*sic - We*] found Mr.

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W.E. FERGUSON about as busy as ever, dispensing his fine general assortment of goods to his numerous customers. He carries a large and well selected stock of almost everything that the people want and should be well patronized. As he had the pioneer store and lived through the times when business was small he should reap the benefits when times are prosperous. Another old pioneer[,] **PAT. O'CONNELL**[,] looks as though the world went well with him and he tells us that he has some slight prospects of developing into a new mine owner, some of these days. **P.J. GATES**, the boss boot and shoe maker of the place[,] can turn out those articles of foot wear, which for style and comfort cannot be beaten anywhere. He is doing well and has a large run of custom from the surrounding country.

THOMAS BREEN[,] one of the genial proprietors of the **Emmett mine**, turned us over to his mining captain, **MICHAEL HARRINGTON**, who accompanied us in an examination of the mine and its workings. This valuable mine never looked better than it does at the present time and an immense body of ore is uncovered. They are working however principally on the blue hematite, on the south side, which is showing splendidly. With an average of about twenty-five men in the mine, he is taking out from seventy to eighty tons a day, which is being shipped about as fast as it is removed. They have also a stock pile on hand of about 5000 tons. Capital seems to be all that is necessary to make this one of the best mines, in point of yield, on the range, as there is a demand for every pound they can take out. We had intended to have visited the new find by **Hamilton, Merryman Co.**, on **section 21**, about a mile from town, but shortness of time prevented us doing so, we shall however examine it before long. We are informed the show is good and the ore somewhat

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

The trip was very agreeable [sic – agreeable] and was a very pleasant break into the monotony of everyday labor. It will pay our citizens well, during this early summer weather, to rest themselves with a trip along the Menominee River mineral range.

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

JOHN DOLAN, one of “the old stand-bys” of the **peninsula division of the C. & N.W. railway**, long in charge of a construction and working train, and so efficient in the position that it was supposed he was anchored there, has received promotion, and will hereafter be in charge, as **road-master**, of the **Menominee river road, from Powers to its west end**. The advancement has been fairly earned by years of faithful and intelligent service, and we congratulate our neighbor Dolan on the increase of remuneration it brings, and the company on having put the right man in the right place.

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

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

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