

MENOMINEE RANGE MEMORIES 15: BEGINNINGS OF THE MENOMINEE RANGE RAILROAD FROM 1872 TO 1877

By William J. Cummings, Menominee Range Historical Foundation Historian



In earliest accounts, Powers was sometimes referred to as Menominee River Junction because at that point the Menominee River Branch or the Menominee Range Railroad left the main line of the Chicago & Northwestern Railway for the rich iron mines. During the construction of the branch railroad, the Menominee County site was usually referred to as "42" because it was 42 miles from Menominee to the junction. Some references state it was located on Section 42. The exact origin of the name Powers is uncertain. Several sources state Edward Powers, an a civil engineer for the Chicago & Northwestern Railroad, began to acquire land in Spalding Township, platted it, named it and for many years was associated with its development. Another source claims the village, founded in 1872, was named for Tom Powers, an engineer for the Chicago & Northwestern Railroad, who invested money in land which was sold to the railroad company and Daniel Brinn. Postmarked January 28, 1910 postcard view shows the Main Street, Powers, Michigan. [Internet - eBay]

[NOTE: Dates, placed chronologically, are highlighted in boldface red letters for easier reading, and names of individuals and places are highlighted in boldface black letters to facilitate finding information.]

The American Civil War was followed by a boom in railroad construction. Over 33,000 miles of new track were laid across the country between 1868 and 1873. Much

of the craze in railroad investment was driven by government land grants and subsidies to the railroads. At that time, the railroad industry was the nation's largest employer outside of agriculture, and it involved large amounts of money and risk. A large infusion of cash from speculators caused abnormal growth in the industry as well as overbuilding of docks, factories and

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ancillary facilities. At the same time, too much capital was involved in projects offering no immediate or early returns.

The third great burst in railroad activity in the state of Michigan was fueled by the institution of a land grant program by the federal government. Under an act of 1856 and successive acts Michigan had in its gift over 5,000,000 acres of land which could be given to railroads which would then resell these lands for a profit in exchange for constructing certain routes. The proposed lines would cover several gaps in Michigan's growing railroad network.

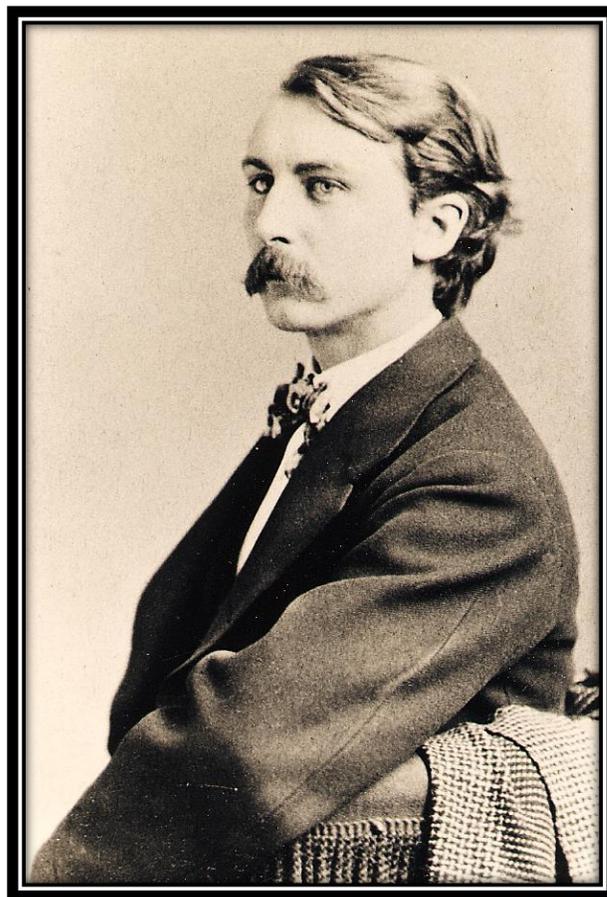
Fully half the land grants would go to railroads in the Upper Peninsula, where substantial mineral resources had been discovered, while two routes in the Lower Peninsula would run north-south, bisecting the existing cross-state routes.

The **Chicago & Northwestern Railway Company** had contemplated extending its road to Lake Superior for many years, according to **Eleazer S. Ingalls** in his *Centennial History of Menominee County*, published in 1876. The United States government had made a grant of eight sections of land to the mile and the State of Michigan gave six sections of land to the mile to be used in its construction.

Work began between **Fort Howard, Wisconsin**, and **Menominee, Michigan**, in 1871 and was completed that same year. In 1872 the **Chicago & Northwestern Railway Company** extended its line from **Menominee** to **Escanaba** in **Delta County**, where it connected with the **Peninsula Division of the Chicago & Northwestern Railway Company** which terminated at **Negaunee**, where there was a connection with the **Marquette, Houghton & Ontonagon Railroad** which completed the line to **Lake Superior**.

Dr. Nelson Powell Hulst's explorations for the **Milwaukee Iron Company** in 1872

and early 1873 had proved iron ore deposits of sufficient quantity and quality existed to justify petitioning the **Chicago & Northwestern Railway Company** to deflect the railroad then under construction from **Menominee** to **Escanaba** to accommodate the new iron fields to the north.



Dr. Nelson Powell Hulst (1842-1923)
[Menominee Range Historical Museum]

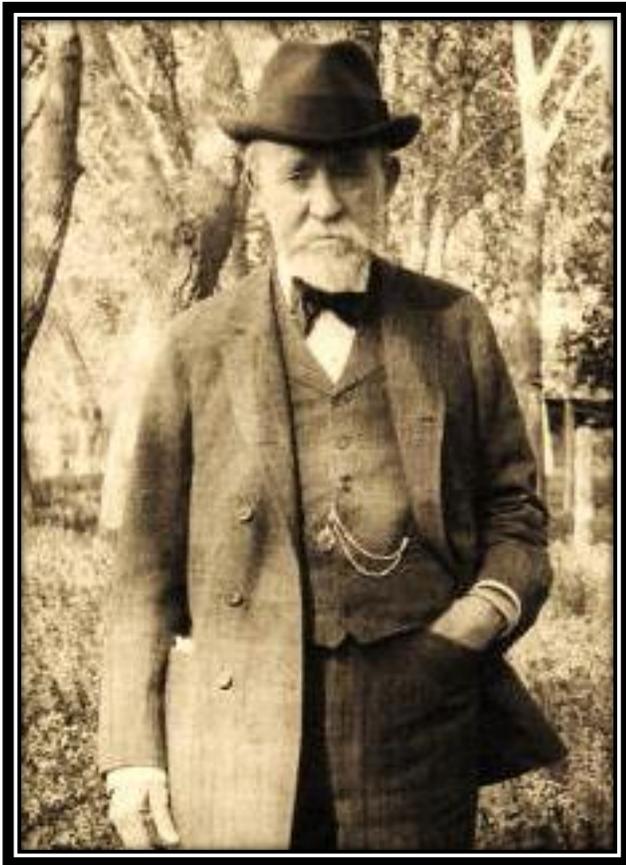
James John Hagerman, the **Milwaukee Iron Company's** general manager, and **John H. Van Dyke**, the **Milwaukee Iron Company's** vice president, succeeded in convincing railway officials **Albert Keep** (1826-1907), president and director of the **Chicago & Northwestern Railway Company**, and **Marvin Hughitt**

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(1837-1928), general superintendent, to do so.

Plans for the immediate construction of a branch railroad line to the **Breen Mine** were made in the fall of 1872, and six miles of right of way were soon cut from **Powers Station**, also known as “42,” westward. **Lewis Whitehead** noted that by November 1 this right of way extended two-thirds of the way to the **Breen Mine**, and construction camps had been built.



James John Hagerman (1838-1909)
[Internet]

An article in the **February 22, 1873** edition of *The Escanaba Tribune* announced:

The contract for building the Extension to the Menominee iron range has been let by the C. & N.W.R.R. Co., to Featherly &

Farnsworth of Green Bay. They are to commence work immediately.

In its **March 15, 1873** edition, *The Escanaba Tribune* reported:

*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 will be there.*



Captain Eber Brock Ward (1811-1875)
[Internet]

The final agreement between the railway company and the three companies investing in the explorations appeared to have been reached early in 1873. **Captain Eber Brock Ward** was president of two of

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these companies, the **Milwaukee Iron Company** and the **Wyandotte Mills Company**, and a substantial investor in the third, the **North Chicago Rolling Mills Company**, whose president, **Captain Stephen Clement**, was Ward's brother-in-law. At the last moment the railway company added a clause giving it the option to carry ore from the mines to Milwaukee and Chicago by all rail at the cost of lake and rail transportation. With the exception of the North Chicago Rolling Mills Company officials, the investors agreed to this clause, feeling it would save stockpiling ore mined during the winter. However, the Chicago company's refusal to sign the agreement resulted in work on the branch road being suspended, delaying the opening of the Menominee Iron Range.

To date no records or accounts have been found regarding the work done on the **Menominee Range Railroad** in 1873. Unfortunately, the **Panic of 1873**, a nationwide economic depression, occurred, resulting in the cessation of railroad building and exploring for iron ore until the economy began to recover several years later.

Although **Hagerman** had encouraged the **Milwaukee Iron Company** to build a Bessemer steel works to meet the growing demand for steel rails, company officials rejected the idea. When the Panic of 1873 began, three Bessemer steel works were in operation in the East, and three additional mills were about to open in the Midwest.

Since the demand for new railroads virtually disappeared following the Panic of 1873, these steel mills were able to supply the existing railroads, now only interested in purchasing steel rails. The death knell tolled for the iron rail business in the United States.

Throughout the first half of 1873 prices for commodities and labor continued to rapidly increase as the postwar inflationary

bubble in the United States prepared to burst during **General U.S. Grant's** second term as president.

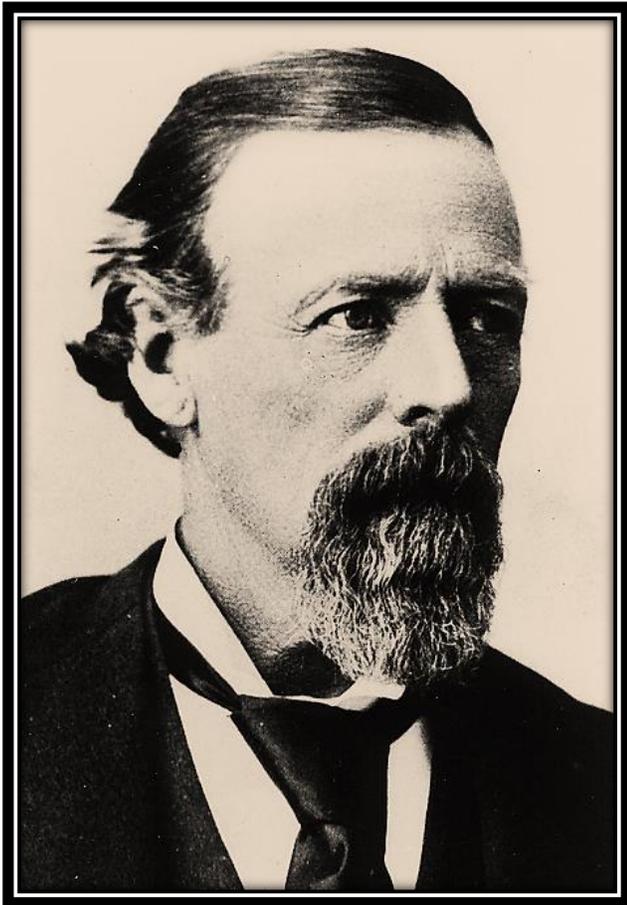
Although obtaining money for expansion was more difficult, the railroad building furor had not diminished. Even railroads with high credit ratings began purchasing rails for about one-third in cash and two-thirds in time payments. Like the **North Chicago Rolling Mills Company**, the **Milwaukee Iron Company** sold about \$1,200,000 worth of rails on credit to **Thomas Scott**, of the **Pennsylvania Railroad**, and his associates, who were building the **Texas & Pacific Railroad** from **New Orleans to California**. These rails had been delivered before July, and the Milwaukee Iron Company had also extended over \$1,000,000 in credit to other railroad companies.

On September 18, Philadelphia's great and supposedly unshakable financial house, **Jay Cooke & Company**, promoters of the **Northern Pacific Railroad**, suddenly failed, inaugurating the **Panic of 1873** and the ensuing depression. **Scott's Texas & Pacific Railroad** also failed. Within a few months more than 5,000 large-scale commercial enterprises went bankrupt, and 89 railroads defaulted on their bonds.

The New York Stock Exchange closed for ten days starting 20 September. By November 1873 some 55 of the nation's railroads had failed, and another 60 went bankrupt by the first anniversary of the crisis. Construction of new rail lines, formerly one of the backbones of the economy, plummeted from 7,500 miles of track in 1872 to just 1,600 miles in 1875. Some 18,000 businesses failed between 1873 and 1875. Unemployment peaked in 1878 at 8.25 per cent. Building construction was halted, wages were cut, real estate values fell and corporate profits vanished.

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John Lane Buell (1835-1916)

Founder of Quinnesec

[Menominee Range Historical Museum]

An article by **John Lane Buell**, founder of **Quinnesec**, reprinted from *The Menominee Journal* in the **March 4, 1876** edition of *The Escanaba Tribune* explained the history of railroad construction to the new iron fields from Buell's understanding, as follows:

Menominee Range Railroad.

Editor Buell, of the *Menominee Journal*, in the last issue of that paper, gives the reasons, (as he understands them) why the road named above has not

been commenced. His article is well worthy of perusal and we give it entire.

This railroad project supported by a grant of land worth \$4500000 [\$4,500,000], which expires May 3rd of this year, is not going to be carried out. Why? The capital stock of the **Menominee Range Railroad company**, \$500,000, to secure the construction of this branch, was paid in, except \$50,000 last fall. The condition of the subscriptions was such that no subscriptions was [sic - were] to have effect until the full amount of the stock was subscribed.

H.H. Porter[,] of Chicago, was the delinquent. How and in what respect? Under the panic of '73, and the repeated and disastrous failures in the east last year, and by reason of the want of confidence in western railroad securities brought about by the "Granger invasion," Mr. Porter found it necessary to attempt the negotiation of his pine interest on the **Menominee [River]** in order to perfect the construction of this branch. He therefore made a proposition to sell to the six lumber corporations on the Menominee, [sic] 50,000 of pine stumpage owned by him, or the corporation which he represented, at one dollar per thousand feet on the stump.

We don't think this was an unreasonable figure. We are disposed to believe, that considering the great advantages which would accrue to the lumber corporations, it was in effect a gift, for the property was worth to a dollar and cent the price at which it was offered at.

A portion of our corporations went in and expressed their disposition to perfect the arrangement. The corporations who held back, and defeated the opening up of the **Menominee Iron Range** were "The **Ludington, Wells & Van Schiak Co.**, The **N. Ludington Co.**, and the **H. Witbeck Co.**" The representatives of these

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*corporations on the Menominee will be telling the people between this time and the spring election that they are studying and nursing the interests of **Menominee county** and the towns at the mouth of the river.*

*The **M.R.L. Co. [Menominee River Lumber Company]** saw that they could draw ore from the **Menominee Iron Range**, and manufacture pig iron from the refuse of its mills at a favorable profit, and its president, acting upon this theory[,] was prominent in his efforts to bring about this timber negotiation. If the representatives of the corporations who defeated the construction of this road have anything to say the columns of this paper are open for their apologies. The history is not yet complete.”*

LATER.

Since the above was in type we have learned that arrangements are being perfected to commence operations on the road as soon as the snow goes off, and if possible build the first ten miles of the road before the 4th of May, that being the time of the expiration of the land grant.

*Whether this can be accomplished however is rather doubtful [sic – doubtful], but in case it should not be done, a petition or memorial, directed to the President and Directors of the **Menominee Iron Range railway**, urging them to go on with the work, and in case they finished the road to the **Quinnesaik [sic – Quinnesec] mine** (a distance of 25 miles) before the close of navigation, that they would use every effort in their power to have the State Legislature extend the time of their land grant. The paper has been generally signed by the people of **Marquette** and our own town **[Menominee]**. It is barely possible that the officers of the road may be able to complete the first 10 miles of the road before the 4th of May, and then they would have fulfilled the terms of their contract, which would*

make any interference on the part of the Legislature unnecessary.

An item in the **April 29, 1876** edition of *The Escanaba Tribune* announced:

*It is rumored that work will commence on the **Menominee Range Railway**. It is to be hoped that the report may prove true, and the work go on without delay.*

A little over a month later, in its **June 3, 1876** issue, the editor of *The Escanaba Tribune* commented:

*The **Menominee Range R.R.** project don't [sic – doesn't] appear to pan out with that degree of success which it's [sic – its] friends wish it. We had hoped ere this to announce that operations had been commenced but we very much fear that the bottom has fell [sic – fallen] out of the business, as it is impossible to find anyone who knows anything positive about the intentions of the managers.*

However, the following week *The Escanaba Tribune* carried the following item in its **June 10, 1876** edition:

*The Menominee Journal feels quite positive that the **Menominee Range R.R.** will be built during the coming summer, but says it can't give reasons for it's [sic – its] opinion. We certainly hope "the opinion" will prove true, reason or no reason.*

Two weeks later, in its **June 24, 1876** issue, *The Escanaba Tribune* reported:

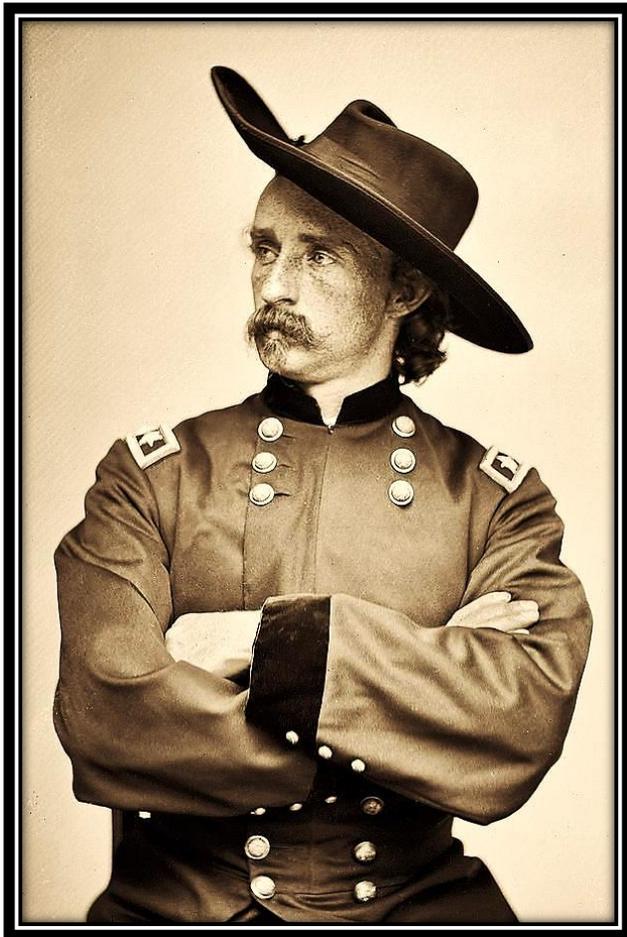
***S.H. [Samuel H.] Selden Esq.**, has been engaged the past week in making a survey of the **Menominee Range Railroad** and at the present writing it looks as though the branch would speedily be built.*

The following account, found while researching the extension of the **Menominee Range Railroad**, may help the reader to better identify the time frame in which the **Menominee Iron Range** was being opened up. The survey by **S.H. Selden** from **Powers Station** to the **Quinnesec Mine** was being run at the

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same time **Lieutenant Colonel George Armstrong Custer** led troops to their death at the **Battle of the Little Big Horn** on June 25-26, 1876.



**Brevet Major General
George Armstrong Custer
(December 5, 1839 – June 25, 1876)**

The fight was an overwhelming victory for the Lakota, Northern Cheyenne and Arapaho, led by several major war leaders, including Crazy Horse and Chief Gall, inspired by the visions of Sitting Bull. The U.S. 7th Cavalry, including the Custer Battalion, a force of 700 men led by George Armstrong Custer, suffered a severe defeat. Five of the 7th Cavalry's twelve companies were annihilated. Custer was killed, as

were two of his brothers, a nephew, and a brother-in-law. The total U.S. casualty count included 268 dead and 55 severely wounded, six of whom died from their injuries later, including four Crow Indian scouts and two Pawnee Indian scouts.

The Escanaba Tribune's editorial comments on the matter probably reflect the nation's feelings toward the Indians at this point in our history in its **July 8, 1876** edition which appeared as follows:

TERRIBLE MASSACRE.

The daily papers of Thursday are teeming with accounts of a terrible massacre of Gen. Custer's brigade on the Little Horn [sic – Little Big Horn] river. Upwards of 300 men were slaughtered by the Indians whom the troops encountered at that point. The report is fully confirmed by later dispatches. It is to be hoped that this terrible slaughter will have the effect to put a stop to the namby pamby policy of the government and that now a war of extermination will be waged.

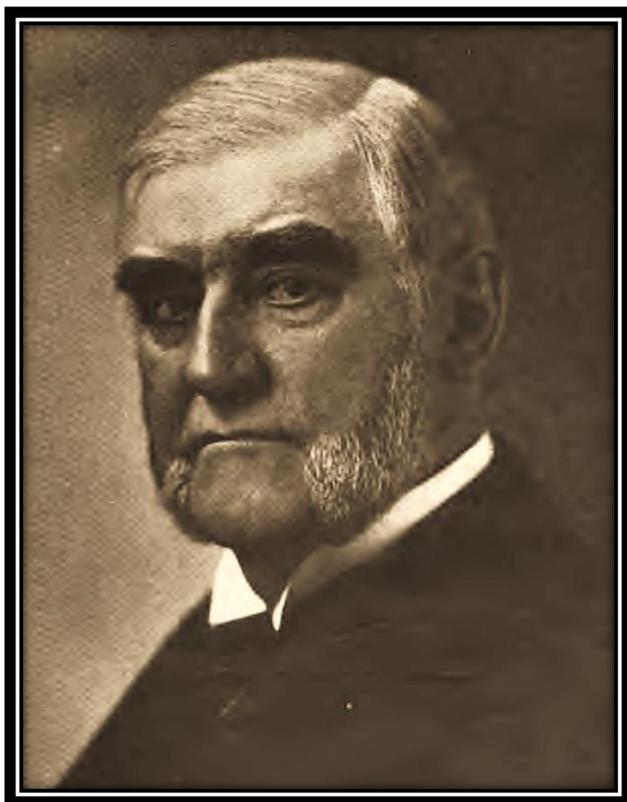
In July, 1876, **Albert Keep** and **Marvin Hughitt**, officials of the **Chicago & Northwestern Railway Company**, strongly urged by **H.H. Porter**, one of the company's directors, offered to build the branch railroad providing the **Milwaukee Iron Company** would sign a large freight contract and agree to purchase \$100,000 worth of the \$400,000 of seven per cent bonds for the **Menominee River Railroad** at ninety per cent. **James John Hagerman** and **John H. Van Dyke**, officials of the Milwaukee Iron Company, accepted the proposition, erroneously expecting to easily sell the bonds.

The **August 5, 1876** edition of *The Escanaba Tribune* noted that earlier in the week **Marvin Hughitt**, general manager, **Albert Keep**, president, **E.H. Johnson**,

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chief engineer and **C.C. Wheeler**, assistant general superintendent – all officials of the **Chicago & Northwestern Railway Company** – had “paid this country a visit.”



Marvin Hughitt (1837-1928)
[Internet]

In the same edition, under the headline “Menominee River Railway,” the following appeared:

S.H. Selden[,] chief engineer of this road[,] has just completed the **survey to the Quinesaik** [sic – **Quinnesec**] **Mine**, distant fifty miles west from hear [sic – here].

In the following issue, **August 12, 1876**, *The Escanaba Tribune* reported:

The survey of the **Menominee Range Railway** has been completed, and it is hoped that work will be commenced as soon as possible, although nothing is yet

known definitely what the policy of the company may prove to be.

A more definitive report, reprinted from Buell’s *Menominee Journal*, appeared in the **September 2, 1876**, edition of *The Escanaba Tribune* under the headline “Menominee Range R.R.,” as follows:

As we go to press, information comes to us that the **Menominee R.R. Co.** have [sic – has] filed the map of their route from **Spalding to Quinnesec**, and we have other news to the effect that work will commence at once. A party of men arrived here last evening from **Ishpeming**, with a quantity of giant powder [dynamite], blasting tools & c., and left for the **Quinnesec Falls**, where the work of blasting the large rocks at the foot of the falls, will be carried into effect. –*Menominee Journal*.

Additional reports were published in the **December 2, 1876** edition of *The Escanaba Tribune*. An item from the *Green Bay Advocate* was reprinted under the headline “Menominee R.R.” as follows:

We have information, seemingly reliable, indicating that work will be speedily commenced on the construction of the **Menominee Iron Range branch of the C. & N.W. R’y.** We are not at liberty to give details this week. The building of this road would be of great advantage to Green Bay and this whole section. –*Green Bay Advocate*.

Under the headline “Good News,” an item taken from the *Menominee Herald* appeared in the same issue of *The Escanaba Tribune* as follows:

Judge Ingalls brings word that the prospect is now very fair for building the **Menominee Iron Range Railroad**, and that considerable work will probably be done on it this winter. The **C. & N.W.R.R. Co.** has decided to take hold of the matter, and will

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push the thing with as much dispatch as possible. –Menominee Herald.

The editor of *The Escanaba Tribune* added:

That is all right. It will bring us 25 miles nearer to St. Paul and then, for the next link westward. The people along the Wisconsin River are anxiously waiting to get an outlet to our lake system, this way[.] Speed the good work.

Marquette's *The Mining Journal* reported the following in its **January 27, 1877** edition:

*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.*

An item in the **February 17, 1877** issue of *The Escanaba Tribune* noted:

*The many friends of Mr. **Samuel H. Selden**, [sic] will be glad to learn that he has so far recovered from his late indisposition, as to be able to resume his regular duties again as **Chief Engineer of the Menominee Range Railway**.*

Another item in the same column under the headline "To Be Extended" provided an additional update, as follows:

*The joint committee on railroads last Saturday morning reported in favor of extending the grant to the **Menominee Iron Range Railroad** for two years on condition that twenty miles be completed before*

January 1st, 1878, instead of ten miles, as required by the terms of the existing law. The committee say [sic – says] proper restrictions should be thrown around the grant so as to protect the interests of, and on the completion of the road to secure a permanent benefit to, the State.

Two accounts in the **February 24, 1877** edition of *The Escanaba Tribune* indicate the dangerous nature of building the Menominee Range Railway.

Under the headline "Severe Accident" the following story appeared:

*On Friday Feb. 16th a man by the name of **James Gulley**, was very severely injured in a cut, in which he was working, on the new railroad about 3 miles from **Sec. 42**, by caving in of the side of the cut, which burried [sic – buried] him and several others under it. When extricated his bones were found to be badly broken and protruding through the flesh in some places. **Dr. Mulliken**, [.] of this place [**Escanaba**], was summoned as soon as possible and found the main injuries to consist of, [sic] compound fracture of both feet, also a compound fracture above one knee and a simple fracture above it. The right arm was also fractured. His wounds were attended to as well as could be done under the circumstances and he was then brought to the Central Hotel in this village. He is now as comfortable as can be expected and as he is a man of robust constitution it is probable that he will recover.*

A second accident was reported as follows in the same edition:

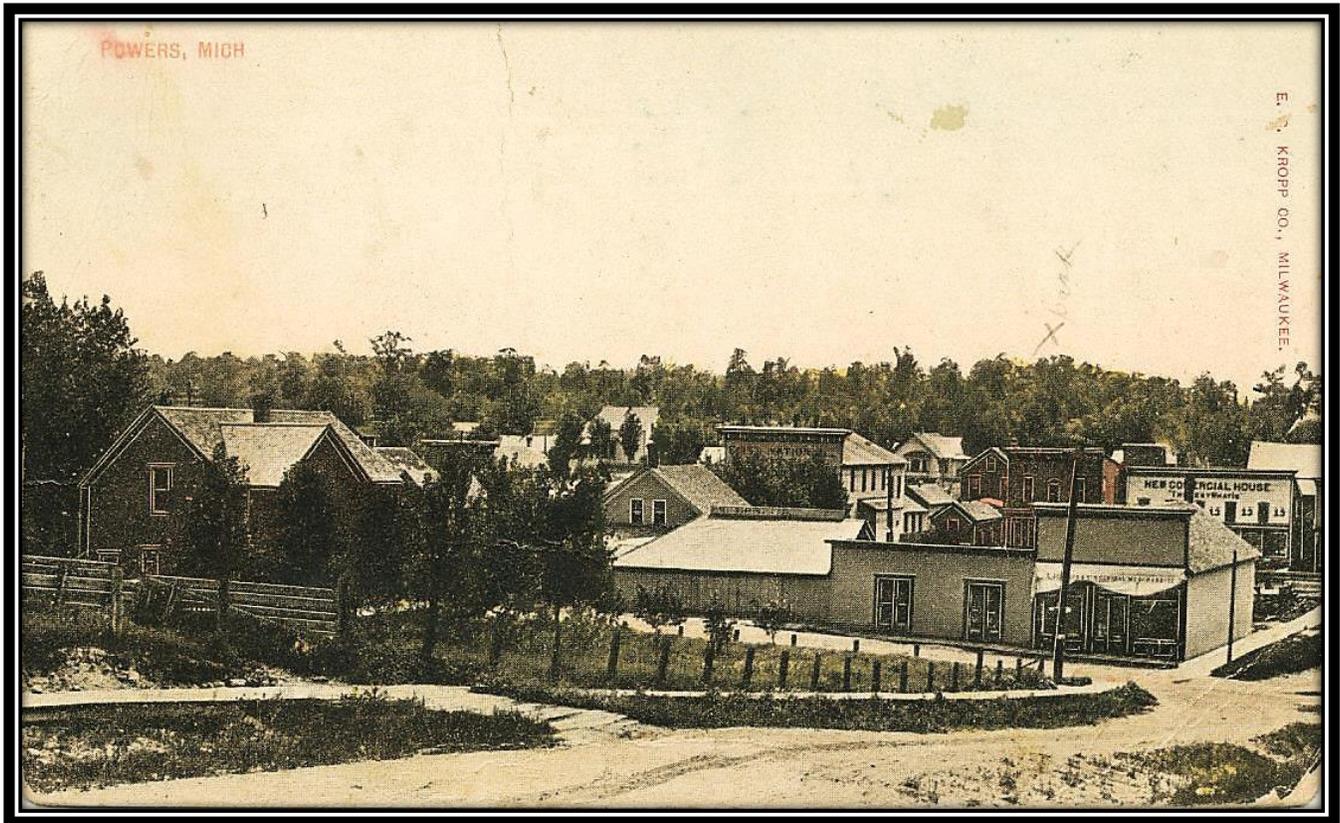
*On Saturday morning **Mr. Aiken**, [.] who is one of the foremen engaged on the **Menominee Range Ry.**, had the wind knocked out of him, by a piece of stump weighing about 100 pounds, thrown by a blast just let off, which struck him just below the belt and landed him about twenty feet away. Another man was standing about*

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three or four rods further on; it took his underpinning from under him and reversed ends quicker than you could say Jack

Robinson. Fortunately neither parties [sic – party] were [sic – was] materially injured.



With the building of the railroad resumed in 1877, the population at Powers grew rapidly, and once shipping began the Menominee River Junction became in integral connection for transporting iron ore to Escanaba, the iron port for the Menominee Iron Range. The once prospering village, destroyed by fire in 1914, contained a millinery shop, an opera house, a law office, a funeral home, a dentist and a doctor. Powers became an incorporated village in 1915. Postmarked in 1919, this view probably shows Powers before the 1914 fire. [Interenet - eBay]

In its **February 24, 1877** edition, Marquette's *The Mining Journal* reported:

*Work on the **Menomenee [sic – Menominee] Range Railway** is being pushed with great vigor, there being at present a force of not less than 600 men employed. **Clark, Lipe & Co.** have [sic – has] 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 – Quinesec]** early next fall – possibly in time for the shipment of some ore before the close of navigation. The building of this line is attracting a great deal of attention to the new iron field, and negotiations are now in progress looking to the extension of the railway from the **Quinesaik [sic – Quinesec]** across the river to the **newly discovered deposits in Wisconsin.***

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The **March 17, 1877** edition of *The Escanaba Tribune* reported progress on the Menominee Range Railway as follows:

*One thousand tons of railroad iron for the **Menominee Range railroad** was received at **Powers (Sec. 42)** this week. This will lay about eleven miles of road.*

*Work is progressing finely on the **Menominee Range railroad** and the contractors are pushing matters energetically. The different mines along the route are getting things in shape to take advantage of the completion of the road to their several localities. We expect to make a trip in that direction next week and can then say more about it.*

***E.P. Parks, Esq.** was in town on Friday. He is engaged at present on the new railroad.*

Marquette's *The Mining Journal* reported the following on the same date, **March 17, 1877**:

*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.*

In its **March 24, 1877** issue, *The Escanaba Tribune* reported:

*The bill making a grant of land in aid of the **Menominee Range R'y** has passed both branches of the Legislature. Twenty miles of road to be be [sic] completed by Jan. 1st, 1878.*

Marquette's *The Mining Journal* reported the following in its **March 24, 1877** edition:

*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 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 Quinnesaik [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 – minerals].*

In the **March 31, 1877** issue of *The Escanaba Tribune*, the editor took *The Mining Journal's* editor to task regarding **James Gulley**, who had been badly injured on February 16 at a **Menominee Range Railway construction site** as follows:

*The philanthropist who runs the **Marquette Mining Journal**, [sic] has had his extremely benevolent sensibilities shocked and stands aghast at the "wanton inhumanity," of **Delta or Menominee counties**, in sending a man who was unfortunately very seriously injured on the new railroad, to **Marquette** for treatment and furthermore thinks it "a rather questionable trick to get rid of a county charge." If the benevolent individual aforesaid had taken pains to inform himself, he might have arrived at the truth of the matter and not have blundered into making a very serious charge, against the two counties in question.*

*The facts of the case are these; the man **James (not Patrick) Gulley**, was very badly injured in a cut by a frozen bank falling upon him, Feb. 16th. A physician from this place was immediately summoned*

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by the contractors, **Messrs. Wells & Goodrich**, to attend to him. He went and did all that could be done for the injured man, with the appliances at hand and at the man's own suggestion he was removed to **Escanaba** where he could receive more constant attention.

Although at the time of the accident, [sic] **Mr. Gulley** had on his person \$166.35 (which was counted in the presence of several trustworthy parties,) yet **Messrs.[.] Wells & Goodrich** agreed to pay the bill for board and medical attendance for one month. As the injuries were of a complicated character and the man's system not in very good order, he expressed a desire to be placed in some hospital, where he could receive all the care that was necessary and as he was somewhat acquainted at **Ishpeming** he wrote and telegraphed to **Dr. Bigelow** at that place, asking him if he would receive him (Gulley.) [sic] The answer was favorable.

His brother **Thomas** had been with him for some time and stated that if he could get **James** in the hospital at **Ishpeming**, he would work in the mines and assist him in paying for nursing and medical attendance. At the time the patient left here he must have had nearly \$130. At no time has he been a town ship [sic – township] or county charge, in either this county or Menominee. His going to either **Ishpeming** or **Marquette** was of his own free volition. He and his brother had means to pay their way with and **Mr. Thomas Gulley** designed with a brother's solicitude to labor for more.

In view of these facts it ill becomes a neighboring newspaper to accuse either **Menominee** or **Delta** counties of inhumanity and trickery.

In its **April 21, 1877** edition, *The Escanaba Tribune* reported a strike for higher wages as follows:

About 150 men at work on the **Menominee Range railroad** struck for higher wages last Tuesday, and after proceeding to "42" met some 60 laborers who had just come in on the train from the south. These gave such an unfavorable account of matters outside, that the most of the men went back to work again at the same wages. They were getting \$1.25 a day and were paying \$3.50 for board but wished their wages raised to \$1.50[,] a demand which was not complied with.

Camp No. 5 on the new railroad is presided over by **Mrs. Hayes**; the foreman's name is **Mr. Wheeler**, so the establishment is dubbed the "**White House**."

Rutherford Birchard Hayes (October 4, 1822 – January 17, 1893) was the 19th President of the United States (1877–81) at that time, and his vice-president was **William Almon Wheeler** (June 30, 1819 – June 4, 1887) which explains why Camp No. 5 was named the "**White House**."

Episode 16 of Menominee Range Memories contains detailed information on the construction of the Menominee Range Railroad from Powers to Quinnesec, as described through correspondents to *The Escanaba Tribune* and Marquette's *The Mining Journal*. The letters from "Racketty" and "Wolverine" provide tremendous insight into the construction of the railroad, the development of the mines and life in railroad and mining camps, written as events occurred. These letters are printed verbatim to retain the flavor of the era when the Menominee Iron Range was settled, and are priceless gems of our area's history and heritage.