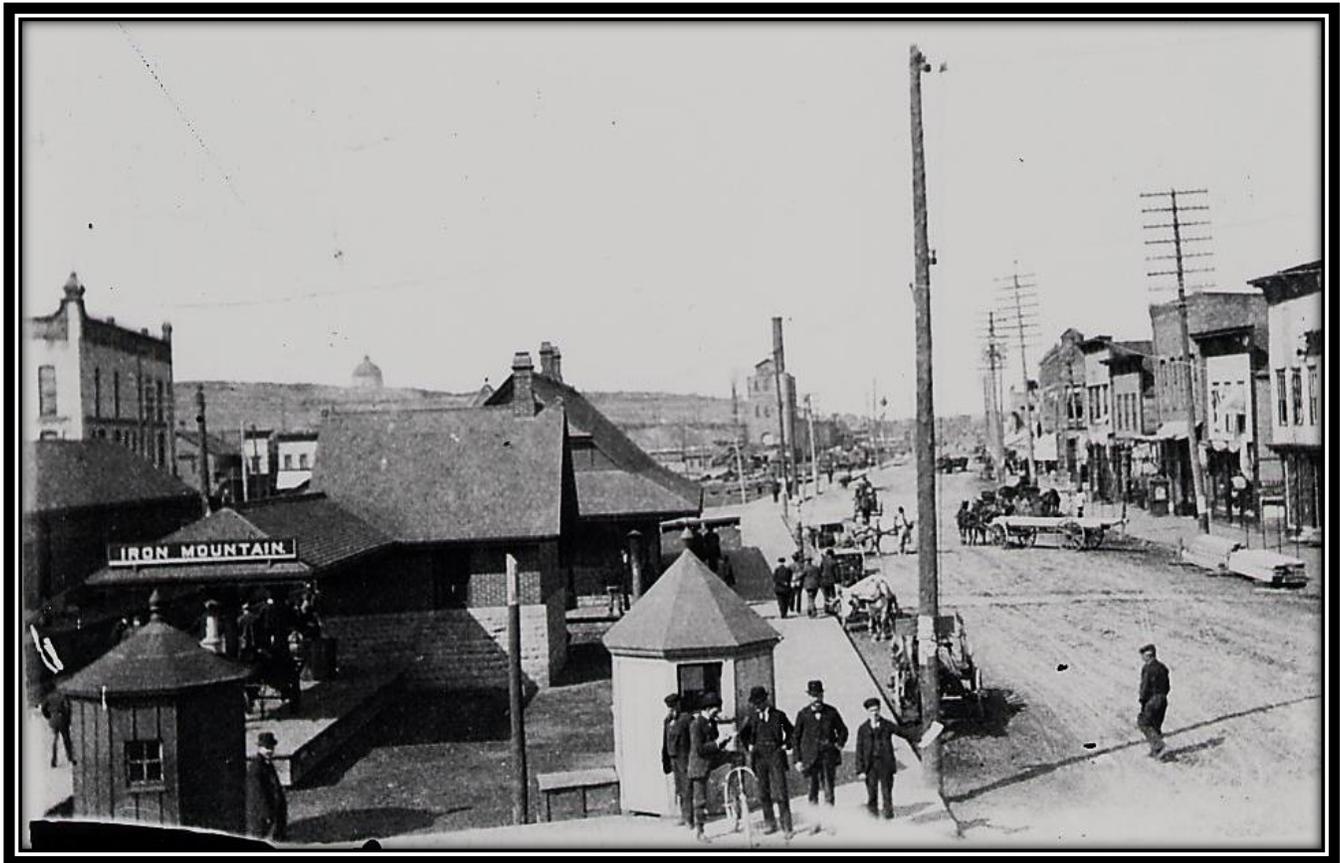


MENOMINEE RANGE MEMORIES 17: EXTENDING THE MENOMINEE RANGE RAILROAD FROM QUINNESEC TO FLORENCE FROM 1877 TO 1880

By William J. Cummings, Menominee Range Historical Foundation Historian



Iron Mountain's new Chicago & North-Western Railway Depot, located on the west side of the 300 block, was opened to the public Sunday, December 22, 1889. A flagman's house at the Hughitt Street crossing is in the foreground and a similar building toward the center of the photograph served as a shelter for policemen. Further down the street on the same side is the original sandstone building which housed the Cornish pumping engine. This tall structure with a smokestack behind it was built in the fall of 1890, and was razed in June, 1899, thus helping to date the photograph. The round sandstone water tank with its iron dome can be seen on the horizon and at the extreme left is a corner of the Fisher Block which originally housed the Commercial Bank, built in 1891. *[Catherine (Cudlip) Bonner]*

[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.]

Even before the Menominee Range Railroad tracks reached Quinnesec, there was discussion of extending the railroad to Commonwealth, Wisconsin.

The following Menominee Iron Range mining news appeared in the **October 6,**

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1877 edition of Marquette's *The Mining Journal*:

*THE Menominee Herald says that the prospect for the extension of the railroad to the **Commonwealth mine** in Wisconsin, [sic] is every day growing brighter. If the deposit of ore is nearly as extensive as reported, and we see no reason to doubt its being so, the building of a railroad to it will be a question of short time only.*

A crude map, showing the route of the railroad from Escanaba to Commonwealth, Wisconsin, was reproduced above the following article which appeared in the **October 13, 1877** edition of Escanaba's *The Iron Port*.

*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.

Additional men were needed by **D.L. Wells & Company** to finish their contract, due to expire on November 1, 1877. There was much activity along the eastern portion of the Menominee Iron Range, and to continue construction westward to the new iron ore fields, as explorations continued in what was to become Florence County, Wisconsin, and Iron County, Michigan. The **Commonwealth Mine** was frequently mentioned in the 1877 newspaper accounts.



Contractor **D.L. Wells** placed the above advertisement in the **October 20, 1877** edition of *The Iron Port*, as the building of the **Menominee River Railroad** continued westward, further opening up the **Menominee Iron Range**.

The week after the above advertisement for "One Hundred Men Wanted" first appeared, the following article was published in the **October 27, 1877** edition of Escanaba's *The Iron Port*.

*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*

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*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 following article, reprinted from *The Menominee Herald* in *The Mining Journal* on **December 22, 1877**, talked about extending the **Menominee Range Railroad** to the **Commonwealth Mine**, expressing concern as to who would be responsible for the land grants, as the railroad was entering another state:

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

peninsula and of the state authorities. The Herald's article is as follows:

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

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

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

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

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

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

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

Additional railroad construction did not move forward in **1878**, but the eastern portion of the Menominee Iron Range did develop as the villages of Waucedah, Vulcan and Quinnesec expanded and iron ore mining prospered.

In the **March 15, 1879** edition of Escanaba's *The Iron Port*, the decision

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made by the Michigan State Senate on **March 6, 1879** to grant seven sections of swamp land in Menominee County and Delta County was announced under the headline "MENOMINEE R.R. LAND GRANT" as follows:

*On the 6th of March the State Senate passed by a vote of 22 to 4 – the nays being Messrs. **Hodge, Lewis, Pendleton and Weir** – a bill to grant seven sections of swamp land in Menominee or Delta Counties, except in range 18 west, to aid in the extension of the **Menominee River Railroad**, through the **Menominee iron range** from its present terminus, near **Quinnesec**, to the **Michigamme River**. The provisions of the bill require five miles of the road to be built before January, 1881, and ten miles a year thereafter. If the company construct [sic – constructs] in any one year more than the number of miles specified the excess is to be credited upon the amount of the next year.*

In the **April 12, 1879** edition of *The Iron Port*, the following item appeared:

*AN **express line** was established last Wednesday, along the **Menominee River railway**, by **WILL DALIBA**, general agent for the **American Express company**.*

In the same issue of *The Iron Port*, the following item appeared, indicating mining activity in what was to become **Norway**:

*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 ore, [sic] 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.*

An article which originally appeared in *The Northwestern Lumberman* regarding the **Menominee Range Railroad** was reprinted in the **May 17, 1879** edition of *The Iron Port* in the "Iron and Mining Items" column, as follows:

*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, 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 first mention of **Norway** appeared in the **August 2, 1879** edition of *The Iron Port* as follows:

C.L. WENDELL** Esq. has purchased a tract of land near the **Norway** and **Cyclops

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mines, which he designs laying out into a town site.

Carl L. Wendell platted the **village of Norway July 31, 1879** on the N ½ of NW ¼ of Section 8, T39N of R29W.

In the same issue of *The Iron Port*, the following item regarding the Quinnesec accommodation train on the **Menominee Range Railroad** appeared:

IT would seem to an outsider, [sic] that the C. & N.W.R.R. Co. might afford to foster its passenger trade over the Menominee River [sic – Range] R.R. to the extent of one coach. The Caboose [sic – caboose] on the Quinnesec accommodation is utterly inadequate to accommodate the travel on the route.

Perhaps the inadequate travel accommodations prompted **Captain Lewis Whitehead** to run a “bus” line between **Vulcan** and **Quinnesec**, as noted in the following item in the **August 9, 1879** edition of *The Iron Port*.

[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.

In the same issue of *The Iron Port*, a fatal accident which occurred on **August 2, 1879**, on the Quinnesec accommodation train was reported as follows:

On Saturday, the 2d inst. [of this month], the Quinnesec accommodation train of the M.R. railway, Conductor VanDyke, had some switching to do at Hermansville. In the discharge of his duties it became necessary for one of the brakemen to board the moving train, which he did by catching the side ladder of the end car as it passed him and climbing to the roof of the car. Just as he reached the roof and straightened up to step upon it, his feet being still upon the side ladder and his hand-grip loosed, the

*“slack of the train” was taken up with a slight jerk, and the unfortunate man was thrown upon the road in front of the still moving car and instantly killed, the wheels passing over his head and of course crushing it; one leg was also crushed. The name of the man was **Frederick Roberts**. He had been in the employ of the railway company since the opening of navegation [sic – navigation], and had proved himself a sober, careful, railroad man, while his associates and acquaintances speak of him as an estimable person in other relations of life. The remains were forwarded to the residence of his parents at **Sheboygan, Wis.***

While the loss of life is to be mourned, it is but proper to say that the accident was one for which no one, not even the deceased himself, was in fault; was one of those occurrences, inseparable from the railway service, to which the careful man, the man of experience, is as liable as a green hand.

An amusing story regarding an ore train conductor’s pet owl appeared in the **August 16, 1879** edition of *The Iron Port*.

–Jos. Reilly, a conductor on one of the ore trains, has a pet owl, which rides on his caboose a good share of the time. On Thursday last [August 14, 1879], as the train was passing a wood pile, the owl attempted to drop from the top of the caboose to the guard rail around the platform, but missed his guess, and landed on the side of the railroad. The next morning when the train arrived at that particular spot, the owl, who had been roosting on the wood pile all night, recognized it, and soon occupied his old quarters on the caboose again.

Finally, on Monday, **September 29, 1879**, the extension of the railroad westward began, as announced in the

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October 4, 1879 edition of *The Iron Port*, as follows:

[Menominee Range.]

–Work on the **extension of the railroad** west of this place commenced Monday. Men have been arriving for the past few days, and are strung along the line for a distance of two or three miles.

In another column in the same edition of the same newspaper, the following item appeared:

*WHILE on a visit at **Quinnesec**, on Saturday last, we were shown by **John McKenna** over the **McKenna mine** property [the **Keel Ridge Mine** west of Quinnesec], and came away with the idea that there was iron enough there to make all the rails for all the railroads in America. Everywhere is iron – nice iron, too – on the surface and under the surface, at the bottom of shafts and at the extremity of tunnels – everywhere iron. The extension of the track of the **Menominee River railroad**, work on which was commenced on Monday, will enable this mine to ship ore next year, and we shall be disappointed if it does not show an output of ore at the close of navigation a year hence as large as any mine on the range. Nothing is needed but work.*

Mining work west of **Quinnesec** was mentioned in the **October 25, 1879** edition of *The Iron Port*, as follows:

[Menominee Range.]

–Stripping on the **Cornell mine**, on 20, 40, 30 is progressing rapidly. This promises to be one of the mines of the range.

–The **Chapin mine**, on 30, 40, 30, will undoubtedly prove to be one of the best mines on the range. The ore is said to be from one to three per cent richer in metallic iron than the ore in the **Quinnesec mine**, and there appears to be plenty of it.

This is one of the first times the **Chapin Mine** was mentioned in a contemporary newspaper. In the same edition of *The Iron Port* the extension progress was noted as follows:

*THE work on the **extension of the railroad** beyond **Quinnesec** progresses rapidly, and it is expected that it will not be limited to the five miles now under contract, but be pushed across the river to the **Commonwealth location** [sic – **Location**].*

In the same issue of *The Iron Port*, a brief item recorded the death of a young explorer who was buried beside the railroad track as follows:

*ON the 14th instant [of this month – **October 14**], 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.*

An item reprinted from *The Menominee Herald* which appeared in the **November 22, 1879** edition of *The Iron Port* marked the first mention of the “new town, **Iron Mountain**,” as follows:

[Menominee Herald.]

–The **new town, Iron Mountain**, is laid out on the northwest quarter of 31, 40, 30, five miles west of **Quinnesec**. **Stephenson & Fleshiem** are the proprietors. It is in the immediate vicinity of very promising mines, and has a fair prospect of growth.

In the same edition of *The Iron Port*, the following items also appeared, noting the “new town” which was to be called “**Iron Mountain City**”:

[Menominee Range.]

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–The **Cornell mine** looks better with each day's work. It is undoubtedly a big thing.

–The **new town** west of this place, near the **Chapin mine**, is to be called **Iron Mountain City**.

–At the **Chapin mine**, **Michael Schendler** and **Martin Clump** quarreled, and **Martin used his knife**, but not with fatal effect.

In the **December 6, 1879** edition of *The Iron Port*, more mining and railroad extension news appeared from *The Menominee Herald*, as follows:

[Menominee Herald.]

–The **Menominee Mining Company** has recently sunk another shaft on the **Chapin**, 200 feet farther west and 100 to 150 feet north of the mine, between sections 30 and 31, which is now down on good ore.

–Stand back, boys, and give the **IRON PORT** room. It will tell you when the **railroad to the Commonwealth** is going to be built. Now then, Colonel.

We said it, and we will. It is going to be built at once. Will that do?

In the same issue of *The Iron Port*, the winter schedule of the **Chicago & Northwestern Railroad** was published, as follows:

THE winter schedule of the C. & N.W. goes into effect to-morrow, Sunday. Except that the ore trains are withdrawn, the changes affecting Escanaba are slight. The up passenger is due at 11:29 a.m., the down passenger at 3:30 p.m., the **Quinnesec accommodation** leaves at 7:40 a.m. and arrives at 7:45 p.m. A passenger train is put upon the **M.R.R.R.**, which leaves **Quinnesec** at 9:12 a.m. to connect with the up passenger at the junction [Powers], and returns, arriving at **Quinnesec** at 11:54 a.m.; leaves again at

3:12 p.m., connects with the down passenger and arrives at **Quinnesec** at 6:02 p.m. The range is well served on the new table.

THE C. & N.W. Railway Company has determined upon pushing westward its **Menominee river branch**, so as to open the iron district in Wisconsin, of which the **Commonwealth location** is the best known, if not the central, [sic] point. The contractor now engaged in preparing the road bed for the five mile extension beyond **Quinnesec**, **Mr. Conro**, has undertaken an additional eleven miles, whhic [sic – which] will take the road to the **Commonwealth**. With that district opened up, and the **Felch mountain lands developed**, the product of the **Menominee range** will not fall far short, if it does not finally exceed, that of the **Marquette range**.

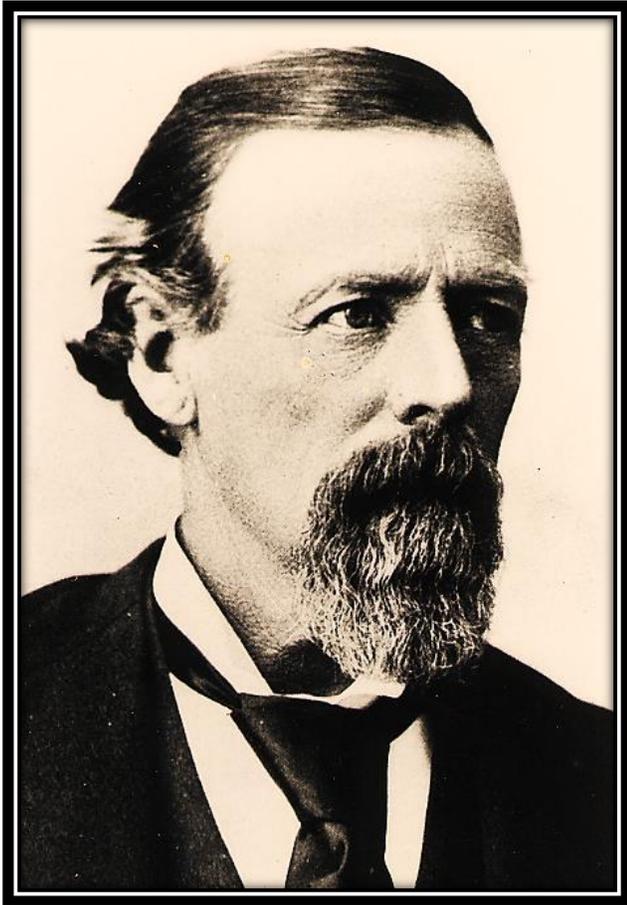
John Lane Buell, the founder of **Quinnesec** and publisher of *The Menominee Range*, the village's new newspaper, published a letter which was critical of the management of the **Chicago & Northwestern Railway Company**. Apparently the editor of *The Iron Port* took offense to some of the comments made and responded in the **December 20, 1879** edition of his newspaper as follows:

MR. JOHN L. BUELL, in a letter published in last week's **Menominee Range**, criticizes [sic – criticizes], very severely, the management of the **C. & N.W. Railway Company**, and adduces [sic] in support of his animadversions [sic] several instances of the discrimination, common everywhere, in favor of large shipments and long distances. With all this, however, we have nothing to do. The railway company can, and must, so far as we are concerned, fight its own battles, but when Mr. Buell slurs the whole **country press**, as he does

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in the following paragraph, we have a word to say:



John Lane Buell (1835-1916)

[Menominee Range Historical Museum]

By “press” it is not meant to include the thousands of country newspapers established at cross roads and fence corners all over the land – the conductors of which, with their uncles, their aunts and their cousins, are the most trying and impertinent dead-beats with which a company has to contend. But the fact that a railroad company, even where there is no opposition, finds it necessary to bribe the editors of little papers, is a presumption of deviltry on the part of the corporation, the

exposure of which is dreaded – and the pass is given and accepted as so much hush money.

*This, if it is anything beyond mere verbiage, is a charge that those conductors of newspapers who hold a railway company’s pass are thereby bribed; that the pass is hush money. Now we hold the yearly “editor’s pass” of the C. & N.W. Railway Company, and by so doing come within the scope of Mr. Buell’s sweeping charge. We are not willing to rest under that charge. We do not receive the pass as a gratuity, or upon any consideration affecting the course of the PORT, but in lieu of a cash payment for advertising, as a fair quid pro quo, and we are charitable enough to suppose that our contemporaries at such “crossroads” as **Negaunee**, or **Menominee**, receive theirs upon the same or similar terms. Pass or no pass, the PORT will always speak for the interests of the locality from which it receives its support, and criticise [sic – criticize] the management of any enterprise or business by which the public is affected or in which the public is interested from the standpoint of independent journalism. We do not believe that vituperation is argument or assertion proof; that railway (any more than lumber or mining) companies are composed of thieves and robbers, or that the public good is promoted by fostering a spirit of hate and mistrust; and the PORT will not adopt any course tending in that direction. Railways are, or should be, managed in the interest of the stockholders, the prime object of the management being to earn dividends, and if this object be intelligently pursued the public will be well served. If the indulgence is wanting, and Mr. Buell can supply it, he ought to do so; but to call names is not to instruct, and to assume to be more righteous than one’s neighbors is not the*

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most effective method of convincing them of their errors or of inducing them to adopt one's views.

In the same issue of *The Iron Port*, an increase in railroad traffic was noted, as follows:

*THE railway company has been compelled to put in another **long siding at the junction**, to accommodate the increasing traffic of the **Menominee River railroad**. It was completed on the 11th.*

In the **January 3, 1880** edition of *The Iron Port*, the first of the new year and the new decade, the following fatal accident which occurred near Quinnesec on **December 26, 1879**, was reported:

*ON Friday evening of last week, as the last train of the day approached **Quinnesec**, the engineer saw a man upon the bridge, and slowed down to allow him time to get off. The man, however, adopted another course, and, instead of endeavoring to reach solid ground, lay down outside the track for the train to pass him, which it necessarily did, but not without hitting him. The train was moving slowly, and the blow received by the man was not sufficient to throw him from the bridge, but was sufficient to break in his skull and produce his death, which ensued at about 9 p.m. His name was **Frank Lepere**, and he was a teamster and laborer.*

The railroad extension to the west continued as the new year began, as announced in the **January 10, 1880** edition of *The Iron Port*, as follows:

*A CAR load of laborers passed out the **M.R. railroad**, on Thursday, to work on the **extension beyond Quinnesec**.*

In the **January 17, 1880** edition of *The Iron Port* the following week, in the "Mining Items" column, the **Florence mine** and the creation of a town was mentioned, as follows:

*—There is talk of a **furnace at the Florence (Eagle) mine**, also of a **town**, both to be called by the same name as the mine.*

In the same issue of *The Iron Port*, **expansion of railroad service to the Felch Mountain Range**, work on the extension and laying out a town at the **Commonwealth Mine** location were mentioned, as follows:

*THE explorations in what is known as the **Felch mountain range** result so favorably that **railroad** talk is again becoming general. The prospects now are that the region will be opened by two lines of rail, one a branch of the **C. & N.W. company's** road, extending northward through the **Sturgeon river valley**, and another, probably a **narrow gauge road**, westward from the **mouth of the Escanaba**. The latter road will have in view not only the transportation of ore, but the development of a good **farming country** and a **lumber** interest as well. Everything now promises a busy year or years in our vicinity, increase in population, and development of wealth.*

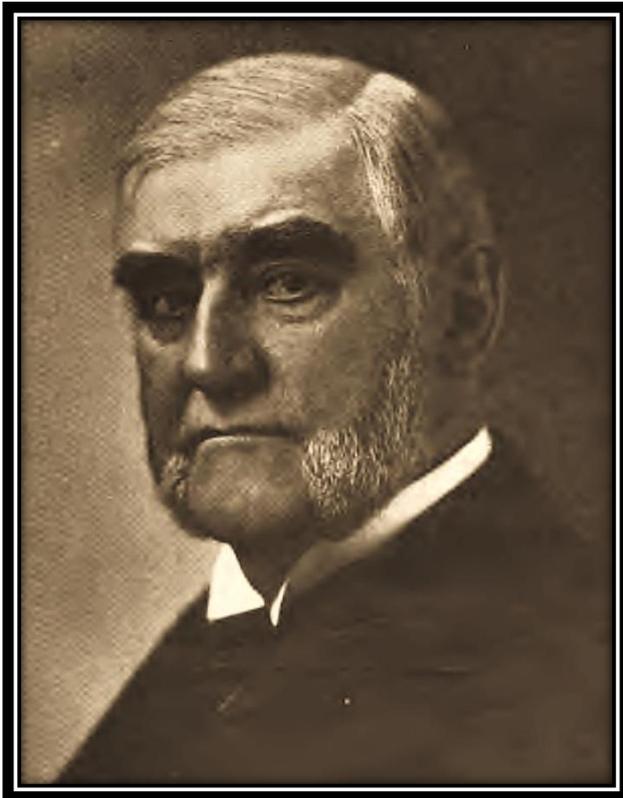
***MARVIN HUGHITT**, general manager of the **C. & N.W. railway**, with some members of his staff, notably Mr. **Johnson**, chief engineer, and Mr. **Hamel**, general purchasing agent, arrived from below on Monday. They spent the day and part of Tuesday on the range, looking after the **extension** and other matters, and Wednesday in the village, looking after the work going on here, with which they seem to be fully satisfied, both as to the progress made and to the character of the work.*

*A PARTY under the direction of Mr. **Van Cleve**, of **Marinette**, is laying out a **town** at the **Commonwealth location**. It was expected that but one would be established, and that between the*

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*Commonwealth and Florence locations, but it seems that there are to be two, as there will undoubtedly be if no compromise is made between the two interests. A town site at the **Commonwealth** involves another at the **Florence**.*



Marvin Hughitt (1837-1928)
[Internet]

Once again in the same issue of *The Iron Port* mention was made of finding a site for the **Norway depot**, as follows:

*THE site for the **Norway depot** having been determined on, **Mr. Wendel** will proceed to lay out and grade a street by which to reach it.*

Stage service was established between **Quinnesec** and **Florence** due to the lack of railroad transportation, as noted in the

January 31, 1880 edition of *The Iron Port*, as follows:

[Menominee Range.]

—A **stage line** will be established soon between **Quinnesec** and **Florence**; will leave Florence every morning and return in the afternoon on arrival of the mail from the south.

The same issue of *The Iron Port* noted the following:

You can direct your letters to “**Norway, Men. co., Mich.**,” after this; the **post office** is a’runnin’.

It will be a month or so before investments in **Commonwealth city lots** will be in order. Meanwhile the work of laying out streets, etc., is going on. Streets are, we understand, to be 50 feet wide and lots 30x160.

A new **roadmaster for the Menominee Range Railroad** was announced in the **February 7, 1880** edition of *The Iron Port*, as follows:

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.

In the **February 14, 1880** edition of *The Iron Port*, **railroad stations for Commonwealth and Florence** were mentioned, as follows:

*IT has been a question what the **railway company** would do about **station facilities***

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beyond the *Menominee river*. We are assured that stations will be established at both **Commonwealth** and **Florence**.

Further development at **Iron Mountain**, **Commonwealth** and **Norway** was recorded in the **March 6, 1880** edition of *The Iron Port*, as follows:

Range Items.

–**Side tracks** are under way, to reach the **Chapin** and **Lake Antoine (Cornell) mines**.

–The **Commonwealth mine** will be ready to ship ore by the time the **railroad** is completed.

–The **Chapin mine** has received an engine and hoisting machinery, and will soon be ready to ship.

–The **station at Norway** is to be at the east end of the embankment and to accommodate **Frederickton** and **Ingallsdorf** as well as **Norway**.

Mail service on the Menominee Range was far from satisfactory, as noted in the following item which appeared in the **March 13, 1880** edition of *The Iron Port*.

Range Items.

–**COMMUNICATION** by mail with the towns of the Menominee range is very slow and uncertain. A passenger may leave **Quinnesec** in the morning and spend five hours in **Escanaba**, and be at home again to supper, but it takes two days to get a letter from that place to this, at the best, and longer yet if anything is out of order. The range deserves better treatment at the hands of the postoffice [sic – post office] department.

A week later, in the **March 20, 1880** edition of *The Iron Port*, the following items appeared:

Range Items.

THE steel rails for the M.R. extension have begun to arrive, and will go into position as soon as the weather permits.

There will be no avoidable delay in getting the extension ready to handle ore.

OUR Norway neighbor is a trifle touchy. The announcement that the **railway company** would put the **station** at a point where it would serve **Ingallsdorf** and **Frederickton** as well as **Norway**, provokes it to say that such mention is “an insult to every resident of the village, and those editors who are constantly linking the three towns should receive the cold shoulder from every business man [sic] here.” Six months ago Norway existed only on paper, and no man can say where the population will be five years hence. It is hardly good form to be so cranky.

The following week the rails were being laid west of **Quinnesec**, as announced in the **March 27, 1880** edition of *The Iron Port*:

Range Items.

THEY have commenced laying the **steel on the extension west of Quinnesec**, but can't do much until the snow and ice goes.

RUMOR says that the **railroad company** will put up a **round-house and shops at Florence**, and extend a branch thence northward to the **Republic mine**.

A **COLLISION** occurred, near **Norway**, on Tuesday, between the **freight, Manley** conductor, and the **switching engine** in charge of **John Moore**. A demoralized caboose was the result and the extent of the damage.

In the same issue of *The Iron Port* a detailed account of a railroad accident at the round-house at **Escanaba** which occurred **March 22, 1880** was reported, as follows:

JAMES KINNEY, an employe [sic – employee] of the railway company at the round-house, was killed and **John Sutherland**, a locomotive fireman, very

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severely injured, on Monday last, by an accident almost inexplicable. They, with others, were engaged in pushing an engine out of the house stern foremost, Sutherland standing beside the cylinder, pulling, and Kinney at the end of the same cylinder, pushing. As the engine passed through the door both men, no doubt thinking the space between the door post and the engine too narrow to pass safely through, attempted to step backward, into the house, to let the engine pass them, and both were caught between the end of the head block (the only part of the engine that could catch them) and so badly crushed that Kinney died within an hour. The door post is only a foot wide and the end of the head block about the same; the place in which Kinney stood while pushing at the engine was a sort of recess between the end of the cylinder and the side of the head block, and he could not have been injured had he remained there; Sutherland's position was safe also, but both men seem to have lost their heads entirely, and to have crowded, together, into the only place of danger just at the moment of danger. Kinney was about 45 years of age, was a member of the Catholic church and of St. Joseph's T.A. society, and leaves a widow and one daughter. He was buried on Wednesday. Sutherland was severely pinched and bruised and has since been confined to his bed, but is doing well, no symptoms of internal injury appearing.

In the **April 17, 1880** edition of *The Iron Port* the announcement of **track being laid and the Norway depot site** was noted as follows:

Range Items.

TRACK laying on the extension beyond Quinnesec commenced this week.

THE Norway depot is to be located west of the culvert and fairly opposite the town.

Concerns regarding **mail delivery on the Menominee Iron Range** and railroad development were published in the **April 24, 1880** edition of *The Iron Port*, as follows:

Range Items.

THE Iron Mountain folks want a postoffice.

THE Norway depot has been commenced and will soon be ready for use.

THE railway company has put in a **turn table at the Norway mine branch.**

FLORENCE has been made a **postoffice [sic – post office]**, and **H.D. Fisher** appointed postmaster.

THE Norway railway station has to be observed very carefully to detect progress.

THE mail facilities for the towns on the range are simply shameful. There are 10,000 people to be served by that route, and they are now as well served as the people of **Fayette**.

THE railway company will have to put on a night force, especially night telegraphers, between **Quinnesec** and **Escanaba**, at once. The next thing will be a **double track**. Engines and ore dumps are too thick for comfort or safety on a single track.

Stage service continued to link **Quinnesec** and **Florence** as the long-awaited rail connection slowly moved westward, as reported in the **May 1, 1880** edition of *The Iron Port*, as follows:

Range Items.

–**Norway station** will be a **telegraph station** as soon as the building is ready for occupation.

–**The railway company** will have a double track, west of **Powers**, before they know it, if they keep on putting in long sidings.

–**The stage between Quinnesec and Florence** leaves Quinnesec on Mondays,

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Wednesdays and Fridays, and Florence on the alternate days.

*–It is reported that a **mail car and messenger** will be put upon the **M.R. railroad** on the **1st of July**. Three months too late, but better late than never.*

*–The railway company has laid a mile of track west of Quinnesec. The track is expected to reach the river by the first of June and give transportation facilities to the **McKenna, Keel Ridge, Ludington and Chapin mines**, each of which will have its side track ready by the time the main track reaches them.*

Mining news and railroad development appeared in the **May 8, 1880** edition of *The Iron Port*, as follows:

Range Items.

*–The **Keel Ridge mine** will probably commence shipping by the 15th.*

*–**Captain Williams**, formerly of the **Norway mine**, and more lately of the **Ludington**, is now mining superintendent of the **Lumbermen's mining company**.*

*–Mr. **Swineford** visited the **mines west of Quinnesec**, going as far as **Florence**, during the early part of the week. **The Journal** [Marquette's *The Mining Journal*] of Saturday will contain his concluding article of the series describing the mines of this range.*

*–It is said that the **railway company** will erect its **warehouse** at **Commonwealth**, and make that location **headquarters for freight**. That will make the place the depot for lumbermen's supplies.*

*–It is not probable that the mines west of the river – the **Commonwealth, Florence** and others – will be able to market much ore this year. If they get the road by the **15th of September** it will be fortunate.*

*–The mines west of **Quinnesec** and between there and the river – the **Keel Ridge, McKenna, Chapin, Ludington and***

***Lake Antoine** – have their **sidings** well advanced, and will be in shape to ship ore as soon as the **main line of railroad** is completed.*

The first documented fatal accident in an **Iron Mountain mine** appeared in the **May 15, 1880** edition of *The Iron Port*, as follows:

Range Items.

*–On Thursday morning at 3 o'clock, a **cave-in** occurred at the **Ludington mine**, by which **two men lost their lives** and a third was severely if not fatally injured. The shaft, at the bottom of which the men were working, had been timbered down to the rock, and was considered safe, but the water had worked down outside the timbering and so loosened the earth that the timbering was crushed inward and some fifteen or twenty tons of earth precipitated to the bottom, where the men were caught and buried. We have not yet heard the names of the men, but hope to do so before we go to press. Apart from the loss of life, the accident is of little account, and will not delay the shipment of ore from the mine, as the shaft is cleared before now and the timbering repaired and further strengthened.*

In the **May 22, 1880** edition of *The Iron Port*, the **names of the three men killed in the Ludington Mine** on May 13, 1880 were reported, as well as the **completion of Norway's depot** and the number of cars needed for ore shipment, as follows:

Range Items.

*–The names of the **men killed at the Ludington mine**, on Thursday of last week, were **Oliver Gardiner, Isaac Winn and John Tighe**; the two former Cornishmen and bachelors, the latter an Irishman with a wife and eight children.*

*–The **depot at Norway** was completed on Thursday [**May 20, 1880**]. The*

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approach thereto, from the town, has yet to be made and is more of a job than the building itself.

*–When the company can get cars, the **Norway mine** ships over 1,000 tons per day. –Range.*

*–Mr. **West** informs us that, upon an average, 150 empty cars stand from one day to the next on the **mine branches** of the **Menominee road**; that the requisition of the manager of the **Menominee company's mines** was for 225 cars daily, which number was supplied for a time, but that 197 was the largest number loaded in one day, and that the requisition was*

reduced to 200 on the attention of the manager being called to the facts.

In the **May 29, 1880** edition of *The Iron Port*, the establishment of **Iron Mountain's post office** was reported, as follows:

Range Items.

*–A **postoffice** [sic – post office] has been established at **Iron Mountain City**, and **R.O. Philbrook** appointed postmaster.*

By the following week, the **June 5, 1880** edition of *The Iron Port* announced:

Range Items.

*–The grading of the railroad has been completed to **Iron City [Iron Mountain]**.*



The Chicago & Northwestern Railway Depot opened in Norway in late June, 1880, with _____ Sampson serving as agent and telegraph operator. Postmarked in Norway, Michigan, on June 28, 1909, this postcard, sent to Belgium, shows the Wisconsin & Michigan Railway Depot at Norway, Michigan. Note the Methodist Episcopal Church which was on the top of the Nelson Street (now Main Street) hill. Also note the head frame and smoke stack of the Aragon Mine No. 5, known as “The Swamp Mine.”
[William J. Cummings]

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In its **June 12, 1880** edition, *The Iron Port* reported the following:

Range Items.

–**Keel Ridge mine** commenced to ship ore on Friday of last week.

–**The railway company is pushing the track west from Quinnesec at the rate of a quarter of a mile a day.**

–**The Chapin and East Vulcan mines** have commenced shipping ore, and the **Ludington and Lake Antoine [Cornell Mine]** will soon follow.

Two weeks later, the **June 26, 1880** edition of *The Iron Port* announced:

Range Items.

–**The Norway depot** is open and running. **Mr. Sampson** is agent and telegraph operator.

–**The highway between the junction [Powers] and Quinnesec** is getting a good deal of work just now. Correct. Put your roads in good order, buy horses, and laugh at the railway company.

More railway extension news was included in “Range Items” the following week in the **July 3, 1880** edition of *The Iron Port*, as follows:

Range Items.

–**The Ludington mine** commenced shipping on Thursday, and the **Cornell (Lake Antoine)** will probably commence today.

–**The grading is done to the river**, and the **track** will probably reach there next week. The contractor, **Mr. Conro**, has transferred his force to the Wisconsin side, the bridge will be pushed to completion at once, and the road to **Florence** be opened at the earliest possible day.

In the **July 10, 1880** edition of *The Iron Port*, the following railroad extension news was reported:

Range Items.

–**The track is laid to the river.**

Mail delivery and the extension of the railway to the **Felch Mountain District** were reported in the **July 17, 1880** edition of *The Iron Port*, as follows:

Range Items.

–**And now the talk is that the postal car will not be put upon the M.R. rail road until it is completed to Florence.**

–**A mail car for the M.R. railroad** is in the yard at **EsCANABA**, and we hope to be able, next Saturday, to announce the fact that it has been put upon the road. The range has been neglected by the p.o.d. [post office department] long enough.

–**The next howl that will greet the ears of the Chicago & Northwestern railway company**, from this section, will be for a **railroad from Escanaba to the Felch iron mountain.** –*Chronicle.* You won't need [to] howl. **The C. & N.W. company will put a track to the Felch mountain as soon as anybody has anything to ship therefrom.**

Under “Range Items,” *The Iron Port* was able to announce that the **Iron Mountain railroad depot** was open in its **July 24, 1880** edition, together with a mysterious railroad accident, as follows:

Range Items.

–**Iron Mountain station**, four miles west of **Quinnesec**, is open for business. **John Merriman** is in temporary charge.

–**One Samuel Gayner**, a man about 50 years of age, was **run over and killed by ore train No. 42, Langworthy conductor**, at about 11:30 p.m. on Thursday night, **between Norway and Vulcan.** He was known as a “hard drinker,” and our readers may remember that he has paid a fine or two for drunkenness in our police court. As he was killed near a saloon, which is located near the **Vulcan mine track**, it is

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surmised that he was drunk at the time of his death. He had, at any rate, been drinking during the day. The wheels passed over his neck, severing his head from his body entirely. His latest

*employment had been that of a **laborer at the Curry mine**. Nothing is known of his antecedents, and he had no family, at least none that are known.*



The first Chicago & Northwestern Railway Depot opened in Iron Mountain in mid-July, 1880 with John Merriman serving as temporary agent. Postmarked Iron Mountain, September 14, 1909, this real photo postcard view shows south and east sides of both the freight depot and the passenger depot of the Chicago & Northwestern Railway which opened December 22, 1889. Tommy Perkins pushed the two-wheeled cart used to dispose of horse manure. [William J. Cummings]

The following week in its **July 31, 1880** edition *The Iron Port* noted continued **mail concerns, highway robbery, road construction**, the completion of the **railroad bridge over the Menominee River** and more on the mysterious death of **Samuel Gayner**, as follows:

Range Items.

*–The [postal] car is ready, and the man. Why, then, does the old order of things continue, and a letter take two days to travel from **Hermansville** to **Spalding**, a distance of seven miles?*

*–The **bridge over the Menominee** is completed. **Mr. Conro**, contractor for the grading, is doing what he can, but is short*

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of men, and the opening of the **road to Florence** may be delayed beyond the date contemplated, for that reason.

–**Highway robbery** is becoming a recognized industry. Near the **Chapin mine**, a few days ago, a little fellow was set upon and horribly beaten, but the enterprise was a failure, as he had given his money to a comrade who escaped and saved it.

–The towns on the range understand the necessity of roads and highways better than our people seem to. **Norway** will cut out and work a **road to Felch mountain** [sic], distance twelve miles, and one to the **Quinnesec fall** [sic – Falls]. **Quinnesec** has already roads to both these points, and others are projected.

–At **Waucedah**, on Monday, one **Scanlan** was arrested and held for an attempt at **highway robbery**. He, with three others, waylaid a couple of **peddlers** and demanded their wealth, but got, instead, fighting and noise. **Scanlan**, [sic] was the only one captured, and his address, after **Judge Goodwin's** next tour, will be **Jackson**, Jackson county, Mich.

–The **death of Samuel Gayner**, near **Norway**, announced in the *PORT* last Saturday, was the subject of a good deal of discussion, many persons, and among them the men on the train which ran over him, suspecting that he was killed or came to his death elsewhere, and that his dead body was placed upon the track to cover up a crime. The inquest held on the remains did not get at any evidence in support of the theory, however, and the verdict was "accidental death," which was probably correct. The man was liable to come to his death in just that way.

More accounts of **violence on the highways** were reported in the **August 7, 1880** edition of *The Iron Port*, as follows:

Range Items.

–**Highwaymen**, near **Iron Mountain City**, on Thursday night last, attacked **George Donaldson** and beat and kicked him in an unsuccessful attempt to rob him. They then attacked **Matt. Murray**, breaking his arm and stealing his watch and pocketbook containing \$50. The robbers are still at large. –Chronicle, 31st.

–On the night of Saturday, **July 30**, one **James Howarth** was dangerously **stabbed** by one of a party of five **Italians**, on the road between **Norway** and **Vulcan**. **Officer Bush**, of Norway, after making several arrests, finally nabbed the man identified by Howarth as the one who did the stabbing, **Antoine Christenalli** by name, and he was, upon examination, held to the circuit court in \$500 bail.

In the **August 14, 1880** edition of *The Iron Port* the following week, there was **still no mail car** and it was believed that construction of the railroad to the **Felch Mountain District** was imminent, as noted below:

Range Items.

–No man in the **mail car** yet.

–It is now generally believed that the **Felch mountain railway** will be built at once. An association of explorers and miners, of which **Mr. Maitland**, of **Negaunee**, is president, has a mine there, without doubt, and other parties have good indications. We are assured that the road will be built as soon as there is any ore to come out.

Progress on the **railroad extension westward toward Florence** was noted in the **August 21, 1880** edition of *The Iron Port*, as well as **slow mail delivery** and a **railroad spur fatality**, as follows:

Range Items.

–**The track is laid to Spread Eagle lake.**

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*–The same old, slow – coach, inefficient arrangement for **mail transmission**. Kick! [Complain!]*

*–A **Frenchman**, name not given, was killed on the **Stephenson mine side-track**, on Saturday last. A loaded car, drawn by a horse, ran over him.*



By mid-August, 1880, the track was laid to Spread Eagle Lake near Florence, Wisconsin. Probably taken in about 1890 by Jorgen Johansen Eskil, pioneer Menominee Range photographer, this view shows railroad construction along South Lake at Spread Eagle. *[Menominee Range Historical Museum]*

Further progress in laying the rails to **Commonwealth** and **Florence** was noted in the **August 28, 1880** edition of *The Iron Port*, along with the **number of saloons between Powers and the Menominee River and the astounding growth of Menominee County's Breitung Township**, as follows:

Range Items.

–Engines and construction train now run to Spread Eagle lake.

–There are only 25 or 30 places between the junction and the river where the wayfarer can allay his thirst (unless he is thirsty enough to imbibe water, like a locomotive), in view of which fact, careful

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travelers, Chicago and Milwaukee missionaries and "sich," carry a tickler.

–In making an embankment near **Spread Eagle lake**, for the railway extension, a sink-hole, or peat-bed, was discovered, into which the embankment sunk as fast as it was made. The distance across it was short, however, and firm ground was reached during the fore part of this week.

–**Breitung** is the most populous township of Menominee county "by a large majority," having **4,554 inhabitants**. **Menominee township** is next, with 3,947. **Breen, Spalding and Stephenson** follow, in the order named, with over 1,000 each. **Cedarville, Ingallston and Holmes** bring up the rear with 222, 195 and 158, respectively.

Building in the new settlements was progressing rapidly, as noted in the **September 4, 1880** edition of *The Iron Port*, as follows:

Range Items.

–Building goes on all along the range. We noticed quite a number of **new houses** at **Frederickton**, as we passed there, and others at **Norway, Quinnesec and Iron Mountain**.

The following week the **September 11, 1880** edition of *The Iron Port* noted a road was being constructed between **Norway and Felch Mountain**, as follows:

Range Items.

–The money has been raised to open a road from **Norway to Felch mountain [sic – Mountain]** and work on it begun.

The **September 18, 1880** edition of *The Iron Port* reported track had been laid to **Commonwealth** and a passenger train had been put on west of **Quinnesec**, as follows:

Range Items.

–The track is laid to **Commonwealth** and will reach **Florence** in about another week.

–A passenger train has been put on west of **Quinnesec**. It leaves there on the arrival of **No. 4**, runs as far as **Lake Antoine junction** and returns in time for **No. 5**.

A week later in the **September 25, 1880** edition of *The Iron Port* it was anticipated that the track would have reached Florence the time of publication, as follows:

Range Items.

–The railroad track will have reached **Florence** by the time this is read, but will not be in a condition for anything except construction work before the 1st proximo [of next month], at which date it is probable that shipments of ore will commence from both **Commonwealth and Florence**.

Railroad news dominated the **October 2, 1880** edition of *The Iron Port* in its "Range Items" column, as follows:

Range Items.

–A wagon road is under construction from **Florence to Keyes lake [sic – Lake]**.

–The **Commonwealth** will probably commence shipping early in the coming week.

–No mail agent on the **M.R. railroad** yet. Uncle Sam is awfully slow about it.

–The track of the railway was completed to **Florence** last Saturday, but is not yet open for business.

–In an affray at a camp of railway laborers near **Commonwealth**, a man by the name of **Burke** wounded another, whose name we have not heard, very severely, with an ax.

–Freights are pressing, and the road to **Florence** will be got into working order and business undertaken at the earliest possible day. The work yet to be done is the widening of the clay cut beyond **Spread**

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Eagle lake [sic – Lake] and the surfacing of the new track.

*–We hear that the **Menominee mining company** [sic – Mining Company] is considering the question whether it is economy [sic – economical] to pay the*

Northwestern money enough every year to pay for a railroad. Some members of the company think it is not, and that true economy dictates the building of a road and docks by the company for the transportation and shipment of its own ores.



The tracks for the Chicago & Northwestern Railway Company's extension to Florence, Wisconsin, were completed on Saturday, September 25, 1880, but the line was not open for business until October 11, 1880. A logging train pulled by Engine No. 420 was stopped at the Chicago & North-Western Railway Depot in Florence when this photograph was taken sometime between 1890 and 1900. The depot was located at the west end of Central Avenue. *[Menominee Range Historical Museum]*

Passenger service between **Quinnesec** and **Florence** was to begin Monday, **October 11, 1880**, according to the report in the **October 9, 1880** edition of *The Iron Port*, as follows:

Range Items.

–The company will put on a passenger train between Quinnesec and Florence next Monday.

–A collision between a loaded ore train and an empty one occurred at Vulcan, on Saturday morning last. Nobody

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killed – one engine pretty well used up and a dozen or so of ore cars ditched, was the outcome. Two conductors and two engineers suspended until the case can be decided upon at headquarters is the corollary [sic – corollary].

A number of **railroad accidents** were reported in the **October 16, 1880** edition of *The Iron Port*, as follows:

Range Items.

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

*–On Friday of last week some cars upon the **Vulcan mine siding** got away from the men in charge and ran out upon the main track just in time to be caught by an ore train. **The engine and a lot of cars were disabled.***

*–**The Chronicle** details the truth of the report that the **Menominee mining company** is considering the **possibility of railroad building** and says that the project under consideration is of vessel owning instead of railroad. Maybe the Chronicle knows – we're sure we don't, but gave the rumor as we heard it.*

*–At about daylight on Saturday morning last, a **loaded ore train collided with a train of empties, near Hermansville**, to the general demolition of both engines and trains. The wreck was so large and the work of clearing it away so tedious that a track was built around it in order that work might go on. The loaded train was the trespasser [sic – trespasser], being behind time and out of place, while the empty one was on time.*

In the **November 6, 1880** edition of *The Iron Port* the following item was noted:

Range Items.

*–**The road from Florence to Keyes lake is completed and in use.***

Another **train accident** resulting in a fatality was reported in the **November 13, 1880** edition of *The Iron Port*, as follows:

Range Items.

*–At **Florence**, on Tuesday last **Frank Martin attempted to board a moving train**, but missed his hold, was **thrown under the wheels and killed.***

Another **railroad accident** at a siding at the **Norway Mine** was reported in the **November 27, 1880** edition of *The Iron Port*, as follows:

Range Items.

*–**Frank Bureau** had his **leg crushed by an ore car**, at the **Norway mine**, and refuses to submit to amputation, thereby imperiling his life. –*Norway Chronicle.**

According to the **December 11, 1880** edition of *The Iron Port*, a **railroad line to the Felch Mountain District** was reported as being surveyed, as follows:

*THE **C. & N.W. company** are [sic – is] now running another line to reach the **Felch Mountain region**. The survey leaves the branch at **Hermansville**.*

The **winter schedule for the Chicago & Northwestern Railway** on the Menominee Iron Range was announced in the same issue of *The Iron Port*, as follows:

*THE winter schedule of the **C. & N.W.** went into effect last Sunday. The **passenger train** north now arrives at 11:25 a.m. and the south passenger at 3:32 p.m. The **Quinnesec freight** leaves at 7:55 a.m. and arrives at 6:50 p.m. The **south freights** leave at 5 a.m., 2 p.m. and 9:30 p.m., and the **north freights** at 12:45 and 6:45 a.m. **Passenger trains** arrive at **Florence** at 12:35 and 6:40 p.m. and leave at 8:23 a.m. and 2:25 p.m.*

On New Year's Day – **January 1, 1881**, *The Iron Port* reported the following:

Range Items.

MENOMINEE RANGE MEMORIES 17: EXTENDING THE MENOMINEE RANGE RAILROAD FROM QUINNESEC TO FLORENCE FROM 1877 TO 1880

By William J. Cummings, Menominee Range Historical Foundation Historian

–**Sleighting** superb, and livery horses suffer accordin’.

–**Thirty-two below zero** Tuesday morning, and a man changing his underclothing in an alley, on the lee side of an ash barrel. –Range.

–Engineering parties are still **working up the Hermansville and Felch Mountain routes**. It is safe to say that is the one that will be chosen. –Men. Herald. On the contrary, it is as safe as any prediction can be that it is not the route "that will be chosen" by the **C. & N.W. Railway company**.

In the **January 22, 1881** edition of *The Iron Port*, news of the **depot at Commonwealth** was reported, as follows:

Range Items.

–**The railway depot at Commonwealth** is nearly ready for occupancy – will be completed by the first of February.