



The Gogebic Roots Quarterly Newsletter

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January 2006
Milwaukee Sentinel
March 19, 1886
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The Gogebic Roots Quarterly Newsletter is a publication of the Gogebic Range Genealogical Society, Inc. The Newsletter is published quarterly in January, April, July and September. We are located in Ironwood, Michigan, USA. Our mailing address is P.O. Box 23, Ironwood, MI 49938.

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Thanks for your continued support.

Milwaukee Sentinel March 19, 1886
FORTUNES IN IRON
Milwaukee Capital in the Gogebic Country
GREAT ACTIVITY IN THE MINES ON THE NEW RANGE
A Tour of Inspection by a party of Milwaukee Gentlemen-Very Encouraging Reports
from the Various Properties.

Attached to the **Milwaukee, Lake Shore & Western** midnight express, which rolled out of the **Northwestern depot** on Sunday night, was a special car containing a party of Milwaukee gentlemen bound for the Gogebic mining regions. The party consisted of **John S. George, John Black, Charles F. Freeman, Frank Boyd, C.E. Lewis, H.M. Benjamin, Henry C. Payne** and a representative of the Sentinel. It was not pleasure that attracted these well-known citizens to the rather desolate regions of the Gogebic, although the trip was an enjoyable one. Their purpose was to inspect the now famous mining properties of that district in general and certain portions of it in particular, in which they have invested. The growth of the Gogebic mining region has been phenomenal. A few years ago the country it permeates was regarded as valuable only for the quite thick timber that covers it. There was no suspicion of the unlimited wealth of iron ore that reposed so quietly beneath the silent forest, and the capital of adventuresome speculators was mainly directed to the Menominee and Marquette Ranges. It is really only within the past two years that public attention has been attracted to the vast wealth of the Gogebic iron range, but it has now become a center of vast interest to mining experts and shrewd capitalists.

THE RICH DEPOSITS

The ore in this range is found in deposits at such frequent intervals that it has created the impression of a continuous vein. That it is not a vein, however, has been established by the experience of the miners. The deposits however are so numerous and so rich that the range is regarded with wondering admiration by all iron experts who have inspected it. In many places the good, clean ore is found but a few feet beneath the surface thus making the cost of mining it remarkably low. The ore being very low in phosphorous; its value is correspondingly enhanced. Of late years, the improvements in steel-making by the Bessemer and other processes, for which an ore low in phosphorous is required, has created a demand for ore such as is found in this region, far greater, than the supply. It is estimated by experienced operators that the present shortage of low phosphorous ore is fully 1,000,000 tons annually. This being a fact it can readily be seen that the future of the Gogebic iron range has not been overdrawn. The estimates of careful, conservative experts as to the amount of ore which will be shipped from the entire region this season, places the figure at 7000,000 tons, so that there is no prospect of the Bessemer ore becoming a drug on the market, for the present, at least.

A trip along the range is convincing, even to the most inexperienced observer, of its wonderful wealth. As already stated, the mines stretch along in close proximity, while exploring parties crowd each other closely, and all are attaining the object of their search-ore. The range has been explored for a distance of seventeen or eighteen miles, and on every section a number of test pits may be seen, and beside each pit is the pile of red colored earth that tell to the mining expert stories of untold wealth.

THE GOGEBIC RANGE

The range, which runs from east to west, is divided near the center by the Montreal River, a not very imposing stream which flows on the dividing line between Michigan and Wisconsin.

The Montreal also plays an important part in the division of the ownership of property on the range. All that section of the iron belt running from that stream in a westerly direction as far as the **Caledonia mine**, the last point where the presence of the ore in paying quantities has been fully established, is the property of the **Northern Chief Mining Company**, an organization of Wisconsin capitalists, including **Capt. Moore**, the pioneer of the range. Exploring parties are still penetrating the woods west of the Caledonia property, and the indications are that the west terminus of the ore-bearing formation has not been reached. From the Montreal River east every alternate section is the property of the **Lake Superior Ship Canal company**, while the ownership of the other sections is divided among various capitalists. The eastern terminus of the range, as popularly regarded, is Gogebic Lake, although mining men say that the Gogebic is a continuation of the Marquette and Menominee ranges, which run towards each other, although there is a wide stretch of country between them at their nearest visible points that has never been explored. The ore found in this region is largely hematite, although magnetic ore is frequently encountered. It assays most satisfactorily, the average along the entire range being from 60 to 63 per cent, metallic iron, extremely low in phosphorus.

SOME OF THOSE INTERESTED

Probably the Milwaukeean most largely interested is **John E. Burton**, who owns the controlling interest in several paying mines, besides having considerable money invested in other less developed properties. **Mr. Burton** is also heavily interested in real estate in the mining towns and bids fair to realize largely on his investments. **Col. H. S. Benjamin** is also a prominent figure in the present history of the Gogebic range, as he is interested with **Capt. Moore** in nearly every enterprise the pioneer explorer has undertaken, and the firm of **Moore & Benjamin** is the leading commercial enterprise of that district. **Herman Nunnemacher** is also a believer in the future of the Gogebic range, and in company with **H.M. Benjamin**, owns the **Ascherman mine**, and is also interested in several other enterprises. The **Pabst mine** is the property of **Capt. Pabst** and several other Milwaukeeans, while **General Manager Miller** and **Assistant General Manager Tucker** of the **Milwaukee & St. Paul road**, own stock in the **Superior mine**, and are also interested in the development of the "**George**." There are also a great many other Milwaukeeans who have invested their money in the soil of the Gogebic range, but those already named have the largest amount of capital invested. As a result of this widespread interest the party of gentlemen named as the opening of this article undertook the trip to the rather inhospitable-looking regions of Gogebic.

THE GEORGE MINE

The sun was well on his downward journey toward the lofty tops of the thick forest when several members of the party alighted from the car at a lonely switch between Wakefield and Bessemer, for the purpose of viewing an embryo mine of which they held the option. The property in question is located on section 13, and the prospective mine has already been christened the "**George**" in honor of **John S. George**. As the train could not wait for the inspecting party the special car was hauled on to Bessemer, which meant a walk of a couple of miles for those who left it. This fact kept **C.F. Freeman** and **John Black** in the car, but the other members of the party set out bravely on the tramp, led by **H.D. Fisher**, of Florence, a miner of long experience, who is also interested in the enterprise with the Milwaukee men. A walk of fifteen minutes through the woods sufficed to reach the mining camp, where the foreman was found and a tour of the test-pits begun. These pits are square excavations, about large enough for two or three men to work in, and are carried down until the ore is struck. A number of these excavations are made on every mining property prior to the construction of the shaft, in order to demonstrate the direction of the vein and its width. The tour of the test pits on the **George** fully satisfied the members of the party that their property was a good one. So far, the work has been solely of an exploring nature, but present indications are that active mining will soon be instituted. The property is about a mile east of the famous **Colby**

mine and occupies a like situation-on the side of a hill. It carries the two veins, as they are called, ore having been reached on the south vein some time ago, while that valuable composition was reached on the north vein on Tuesday, within twenty-four hours after the party had inspected it. This property is well spoken of by miners, and if the ore is found in the large quantities that according to experience, it should be, the **George** mine will be one of the most important on the range. Its location on the side of a hill will render the cost of taking out the ore comparatively low. It is this advantage that figures so largely in the superiority of the **Colby** mine.

AT BESSEMER

After expressing their satisfaction at the very promising condition of things, the Milwaukee men started on their heel and toe journey up the track to Bessemer, and reached that rushing little town just as the shades of night were falling. The appearance of such distinguished-looking travelers marching in majestic silence up the railroad track, created such a commotion, and they were the recipients of many curious glances and much speculation. It was rumored that some of the citizens locked up their silverware, but this was probably a canard. The night was spent at Bessemer and the town being of very recent origin but few of the houses were painted. This omission on the part of the residents awakened a feeling of pity among the strangers from Milwaukee, and in the fullness of their hearts they unanimously agreed to paint the town, and after supper sallied forth from the car on their laudable mission, but when the sun arose again the houses were still as devoid of artificial coloring as before the strangers struck the town.

A RIDE FROM HURLEY

Before retiring **Mr. George** made arrangements for a special engine, and at an early hour on Tuesday morning the car was whisked away to Hurley, another embryo metropolis. About two miles from Hurley is located the **Superior Mine**, the best developed property belonging to the party. This was the main objective point, and after breakfast a trip was made through the town in quest of a conveyance in which to reach the mine. **Capt. Moore** very kindly placed two of his teams at the disposal of the party, driving one himself. The drive through the woods from Hurley to the Superior property was very much enjoyed by the Milwaukee men. The sleighing was good, although the narrow road was far from being as level as a boulevard. Occasionally one of the bobs would collide with a stump, or the box of the sleigh would jam against one of the lofty forest monarchs that lined the narrow driveway, and on such occasions the occupants of the sleigh would collide with each other with a vigor that was entirely excusable under the circumstances. **Frank Boyd**, after one particularly vigorous jolt, which precipitated one of the seats and its occupants into the bottom of the box, expressed the opinion that with the exception of certain portions of Grand Avenue, the road was certainly the roughest he had ever seen. Still the ride was an enjoyable one. The pure, health-giving air that swept through the snow crowned timber felt grateful to the smoke seared lungs of the city men. In fact, the atmosphere was so exhilarating that **Mr. Freeman** expressed himself as desirous and able to cut down a tree. His ambition was crushed, however, by **Frank Boyd**, who remarked in sarcastic tones; "Hear **Charlie Freeman** talk about cutting a tree down. He can cut a deck of cards, but that's about all the cutting he can do." The speaker then directed the attention of the party to a sapling about three inches in circumference and invited **Mr. Freeman** to give an exhibition of his prowess as a woodchopper, but the ironical invitation was declined. Finally the solid log boarding camp of the Superior came into view.

THE SUPERIOR MINE

This mine was explored about a year ago, but it was only in November last that Milwaukee capital became interested in its development. For the past thirty days a force of about twenty men has been hard at work under the direction of **Capt. Walls**, an experienced miner, and considerable work has been accomplished. **The Ironwood Review**, in speaking of the

various mines, refers to the **Superior** as looking very fine and giving promise of becoming one of the leading mines in the district. The tests having shown a fine vein of blue hematite ore, the work of sinking a shaft was begun a few days ago and was well under way when the owners viewed it. The shaft will be sunk about seventy-five feet, when the cross-cutting will begin. This vein has shown a length of 800 feet, while it has been tested to a width of fifty feet without reaching the hanging wall. Just as the Milwaukee men were getting ready to leave Hurley on Wednesday forenoon to return home, the car was boarded by **Capt. Walls** with the information that he had struck the second, or north vein of the Superior property and had found rich ore at a depth of but six feet below the surface. This information caused a 7 X 9 smile of satisfaction to steal quietly over the placid faces of everyone in the car, and Superior stock went up several notches in the estimation of all who heard the news. Another shaft will be sunk in the second vein, in sufficient proximity to the original shaft to permit both to be worked by the one engine. A full equipment of mining machinery has been ordered. The engine is already on the ground, and the rest of the outfit is expected daily. The present working force will be doubled within a week or two, and it is confidently expected that the record of the Superior's ore shipments during the present year will reach 20,000 tons, and may surpass that point. A specimen of the ore as assayed by **Prof. Rattle** shows a remarkable high average of iron and low phosphorus, and it is certain that the average of the entire expected output of the mine will be fully equal to any other on the range.

A VETERAN MINING EXPERT

The discovery of ore on the Gogebic range was another illustration of the success that ever attends the pluck and perseverance of men who follow a conviction to the bitter end. The man to whom much if not all the credit of discovering the vast wealth of iron that is now drawing the presence as well as the attention of capitalists and speculators to the timbered region near the shore of Lake Superior is **Capt. Nat. D. Moore**. This now well-known gentleman is a stalwart, jovial-looking man of about 38 years. His career from a working miner to one of the heaviest mine owners in the country reads like a romance. **Mr. Moore** derives his title of captain from the custom of bestowing that dignified appellation upon all mining bosses, having been engaged in the work of iron mining since 1865. A few years ago he was a poor man, and today he is worth at least \$1,000,000—a figure which will probably be largely increased before long. He now owns 148,000 shares of mining stock along the range, besides being part owner of the fee simple of most of the property, and as such receiving a royalty from the various mining companies. In 1872, **Capt. Moore** was employed by the **La Point Iron Company** to superintend the explorations then being conducted by that company at **Penokee Gap**, but stopped work in November of the same year. He resumed the work, however, in July 1873, and continued operations until the memorable financial panic of that year compelled the company to desist. “Being of an ambitious turn of mind in the way of exploring,” said **Mr. Moore**, as he lounged back in an easy chair in his office at Hurley, and related the general history of the mines to a Sentinel reporter, “I had taken several trips through this section of the country, and had noticed the hematite formation, and made up my mind that it was a continuation of the Marquette range, proper. Accompanied by two men, I came through this land and took notice of the outcroppings and made up my mind to enter it.”

THE IRON CHIEF'S EARLY HISTORY

Mr. Moore also went across the line into Michigan and passed over the property on which the famous **Colby** mine is located. A few days previous to his trip, he said, there had been a severe windstorm, and a great many trees had been uprooted. By close examination of the roots of the fallen trees the enterprising pioneer discovered convincing evidence of ore. He was unable to secure possession of this property as a portion of it was a school section, and he was unable to pay the necessary \$4 an acre, or find any capitalist who felt confidence

enough in his judgment to advance the money. The next year, however, he enlisted enough interest to secure the section. Between 1874 and 1876 Mr. Moore entered the lands now owned by the **Northern Chief Mining Company**. It is said that in order to enter his title, to those lands he walked a distance of 190 miles in the dead of winter with snow a foot deep, to the then terminus of the Wisconsin Central Road. His walk was an exciting one because he knew there was a party of wealthy speculators who had got wind of the value of the lands, had examined them, and were pressing hard behind him with teams to secure the property. **Capt. Moore** reached Wausau, where the land office was then situated, and, enlisting the aid of several capitalist of that town, succeeded in obtaining the legal possession of the entire Wisconsin part of the range just as his speculative pursuers hove in sight. This was the early history of the **Iron Chief Company**, the present officers of which are President **D.L. Plumer**, of Wausau; vice-president, **Nat. D. Moore**, of Hurley; secretary, **W.C. Silverthorn**; treasurer, **G.H. Gill**, of Oshkosh. In 1878 a company composed of **Capt. Moore**, **William Sedgewick**, **Alexander Maitland** and **Nathaniel Hibbard** spent the first dollar in sinking pits to test the nature and the extent of the deposits. The **Colby** mine was first discovered, the north vein of section 15 being first opened and clean ore was displayed, but no other work was done for lack of capital. In 1882, **Capt. Moore** called the attention of the chief of the exploring company of the **Cambria Iron Company**, of Pennsylvania, to the iron belt he had discovered, and particularly directed him to the property where the **Colby** now is. The presence of the ore was again fully attested, but the officials of the **Cambria Company** did not appear to realize the bonanza they had stumbled on, and after spending \$30,000 in exploring the property, they quarreled with the owners about a difference of \$10,000 in the price asked and left the locality.

THE COLBY

The owners asked \$60,000 and a half interest in the fee, while the **Cambria** people were willing to give but \$50,000 and a half-interest, and are now weeping and wailing and gnashing their teeth as they hear of the phenomenal production of ore from the mine they spurned. This property was soon after leased by **Charles L. Colby**, who paid \$30,000 for it, and \$70,000 for the lease on section 15. He in turn transferred the lease to the **Penokee & Gogebic Development Company**, and **Capt. Moore**, who was then the general manager of that company, was given a chance to demonstrate the truth of his assertions. He opened the mine and shipped 1,000 tons of ore to Cleveland a year ago last fall. From this event really dates the active history of the Gogebic range. The ore attracted the attention of iron dealers, and money and men began to arrive at the new ore region, until today it bids fair to dot the silent Wisconsin forests on the Superior shore with rushing, roaring scenes of life and industry. The **Colby** mine is now operated by **Mather, Morse & Co., of Cleveland**, under the superintendence of **Capt. Sellwood**, one of the acknowledged leading iron mine experts of the country. The **Colby** is so situated that the task of getting out the ore is rendered comparatively easy. "It's just like loading gravel, it's so easy to get the ore out of the **Colby**," was the opinion of a grizzled miner. The shipments from the north vein of the **Colby** during the past year amounted to 35,814 tons, while from the south vein 45,242 tons of ore were taken. A conservative estimate of the shipments of this mine for the next year places the figures from 300,000 to 350,000 tons. There are now from 250 to 300 men employed, but this number will be more than doubled in a few weeks.

THE AURORA AND THE NORRIE

The next mines to be developed were the **Aurora** and the **Norrie**, the latter named after **Gordon Norrie**, the treasurer of the **Milwaukee, Lake Shore & Western Road**. The **Aurora** and the **Vaughn** mines both occupy the same property, on section 23, and are owned and operated by the same company of which **Capt. Moore** is the president. **Mr. Burton** is also a heavy shareholder in the **Aurora**, in fact one of the heaviest, while **Mrs. Laura D. Benjamin**, **H. Niedecken, Jr.**, **H.M. Benjamin**, **C.F. Freeman**, **Charles Potter**, **G.F.**

Wheeler and **John Hoffman** are among the other Milwaukeeans interested in the same mine. The **Aurora** and **Vaughn** promised to be among the foremost mines of the region during the coming year. Two shafts are sunk in the **Aurora**, the first being 60 feet and the latter 80 feet in depth. A portion of the Milwaukee party consisting of **H.C. Payne, C.A. Lewis, H.M. Benjamin** and **The Sentinel** Representative, descended in to the **Aurora** and under the guidance of **Capt. Moore** and the superintendent, **Capt. Hibbard**, made a thorough exploration of it. A vein has been explored in length about 1,200 feet, with an average width of 146 feet. As the Milwaukeeans walked through the narrow tunnels deep down in the earth they were more than ever convinced of the wonderful wealth of the Gogebic region. Ore was on all sides of them as they walked. The walls, roof and floor of the tunnels were all soft, rich ore-bearing soil that could be picked out in great lumps and crumbled between the fingers. The ore of the **Aurora** will, it is expected, assay 65 per cent, metallic iron. The deposit is certainly immense, and the future of the two mines-**Aurora** and **Vaughn**-looks bright. Their combined shipments for last year, or rather during the latter part of the fall, for, with the exception of the **Colby**, none of the mines on the range were in condition to ship a pound of ore until well on in the fall, amounted to a little over 5,000 tons, but the estimate of their shipments for the present year is from 125,000 to 10,000 tons. There are now about eighty men employed, but **Capt. Hibbard** expects to have 300 men hard at work before the summer comes. **Pat Shea**, of this city, has already begun the job of "Stripping" the mine, and it will be worked as an open pit. The **Norrie** is at present; perhaps the best equipped mine on the range in the way of fine machinery. **Mr. Norrie** developed the mine, his superintendent being **Capt. James Wood**, a good explorer. It is now in good working order, having shipped over 15,000 tons last year, and is prepared to do big work during the present year. This mine has three shafts; the first level is eighty feet, the shafting to that depth being all in ore from the first twenty feet. The drift on this level is about 800 feet long. Considerable drifting is going on the lower level, and the property is being rapidly developed. The **Norrie** is being operated by the **Metropolitan Iron co.**, with **Capt. Jeff C. Day** as superintendent. **Guido Pfister** is interested in this property. The **Norrie's** shipments last year were 15,419 tons, but they will reach from 100,000 to 125,000 tons during the present year. There are already 25,000 tons of ore in stock on the dump at the present time. This mine works about 170 men, but its force will be increased to 400 very soon.

THE IRON KING

The **Iron King** is among the most important mines on the range. This mine is practically owned by **John E. Burton**, who has the controlling interest. Among other local parties interested in it are **C.A. Hendee, C.G. Cox** and **W. J. Durbin**. This property is on the Michigan side of the line, and is very valuable. Two shafts are sunk over seventy feet, in a fine grade ore, although active work was not begun until the 1st of last February. The railroad track is within 300 feet, and will be extended to the mine just as soon as desired. For the first season, the mine will be worked open, and is being rapidly stripped. The **Iron King** is new, but it is expected that its shipments during the season will reach from 60,000 to 75,000 tons. It is in charge of **Capt. J.F. Stevens**, its present working force being forty men, but it will be increased to 200 in a very short time.

THE PABST

The **Pabst** mine adjoins the **Iron King** on the east, and the **Aurora** property on the north. It is owned mainly by **Capt. Fred Pabst** and **Charles Best**, of the **Best Brewing Co.**, Three shafts have been sunk, the first one being 153 feet deep, the second 80 feet, and the third 125, all well timbered, making them safe and secure. The mine has been thoroughly tested by cross-cutting and drifts, and shows a vein over 600 feet long and 70 feet wide, The ore is a brown hematite that averages 65 per cent, and is almost free from phosphorus. The mine is in charge of **Capt. George Berringer**, and about sixty men are employed.

This force will be augmented soon. The Pabst shipped 1,148 tons last year, but its shipments this year will run from 65,000 to 80,000 tons.

THE ASCHERMANN

The **Aschermann** mine, owned by **H.M. Benjamin** and **Herman Nunnemacher**, is situated east of **Sunday Lake**, near the present eastern terminus of the range. Active work on this mine was begun last year, and, though it did not ship, there are now about 5,000 tons of ore on the dump. It has two levels.

On the first level the drifts are 72 feet to the west and 62 feet to the east, and on the second level the west cut extends 102 feet and the east drift 114 feet, all in clean rich ore. There are forty men at work now, but the force will be increased to 100 shortly, and it is expected that the **Aschermann** will ship about 30,000 tons during the season. Messrs. **Benjamin** and **Nunnemacher** are now up there looking over their property.

THE ASHLAND AND GERMANIA

The **Ashland** and **Germania** mines are among the most important on the range. These mines are the property of the **Hayes Bros.**, of Ashland. These gentlemen had but little capital and no experience at the start, but they recently refused an offer of nearly \$1,000,000 for their property. These mines combined shipped 11,939 tons last season, but it is thought that the **Ashland** alone will put out about 75,000 tons this year, and the **Germania** fully 60,000 tons.

THE IRONTON AND BONNIE

The **Ironton**, on the section adjoining the **Colby**, was explored by **S.S. Vaughn**, of Ashland, and **Capt. Moore**, and was recently purchased by **S.P. Snider**, of Minneapolis, for \$30,000. **Mr. Snider** has since refused an offer of \$100,000 for the property. This mine will be worked strong, it has one shaft over 100 feet in depth, and about 90 feet in the ore, the average stripping not exceeding eight feet. It is estimated that this mine will ship from 60,000 to 75,000 tons of ore. The **Bonnie** mine, on the same section with the **Iron King**, is named after **Bonnie Burton**, a daughter of **John E. Burton**. A shaft has been sunk and a pump at work. Both veins have shown up and experts estimate 10,000 tons of ore in sight. **Mr. Burton** controls this property, which promises to speedily rank among the most valuable in the region.

THE BROTHERTON AND ANVIL

The **Brotherton** and **Smith** mines are in the **Sunday Lake district**, adjoining the **Aschermann**. The former is operated by **Pickands, Mather & Co.**, of Cleveland, and **Charles E. Wright**, of Marquette, while **H.D. Smith**, of Appleton, and **Capt. Moore** and **J.W. Smith** operate the **Smith**. The **Brotherton** shipped between 3,000 and 4,000 tons last fall, and its estimate for this year is about 25,000 tons, while the **Smith** shipped one cargo of 1,500 tons last fall, and did not get to work on the property until the second day of September. Its estimated shipments for this season are 25,000 tons. Near the **George** mine is located the **Anvil**, a fine property, in which considerable local capital is invested. **Mr. Burton** is in this, as is **F.G. Bigelow**, **Maj. Rogers**, and also **State Secretary Timme. M.J. Luther** is superintendent and the outlook for this property is most promising.

THE BLUE JACKET, GENEVA, ETC.

The **Blue Jacket**, **First National**, **Geneva** and **Burton** are all promising properties in which Milwaukee capital predominates, **Mr. Burton**, of course, being the central figure. Among the stockholders of the **Blue Jacket** are **Capt. H.M. Merryman**, **G.H. Parker** and **A. Doctor**. The **First National** was purchased by **Mr. Burton** two weeks ago; and since that time he has sold 30,000 shares of stock, and has orders for 13,000 more which he cannot fill, a phenomenal sale. Associated with him in the ownership of this mine are **Ald. Worden**, **The Rev. A.A. Hoskin**, **James Church**, **Otto Pupikofer** and **W. J. Durbin**. The name of the **Burton** mine will be changed to the **Tontine**.

The **Puritan** in the same vicinity as those just named, but owned by other parties, has been explored, showing a vein of 1,300 feet of ore.

ON THE WISCONSIN SIDE

In the west portion, or Wisconsin half of the iron belt, are found many evidences of rapidly approaching prosperity. The ore has been struck on every section for a distance of over six miles southwest of the Montreal. It is on this portion of the range that the much-talked of **Snider** options, in which **Col. Benjamin**, of this city, is equally interested with **Capt. Moore**. A fine grade of ore has been struck on this property and the outlook is extremely favorable. The same parties also are interested in the **Laura** and **Caledonia**, both promising wealth to the shareholders. The **Ryan** and **Montreal** mines both on this portion of the range, are in almost working condition, and will ship ore this season. The **Bessemer, Wood, Lottie, Puggewangan, Nimikon** and **Kakagon**, all on the **Northern Chief Company** lands are being pushed forward rapidly, and the ore is found on each property in quantities satisfactorily to the most sanguine enthusiast. In fact, the developments on the western or Wisconsin portion of the belt are fully equal in width to the development in the vicinity of the **Colby** mines, carrying both the north and the south veins the same width as the developments between Hurley and the **Colby** mine, and the ore, if anything, averaging lower in phosphorous.

EVERYONE ENTHUSIASTIC

In the Michigan portion of the belt, outside of the mines already mentioned are the **Anaconda**, adjoining the **Colby** on the west, **Palms, Knight & Vilas** and the **Miner & Wells**. The latter is owned by Milwaukeeans and is pronounced valuable property. In fact, there is yet to be heard the first complaint from the men who are putting their money up while the experts who have inspected the range are more enthusiastic than the most interested amateur. On every property so far, where the north vein has been explored, for it has been found thus strengthening the belief that every option on the range carries both veins. The Gogebic range is yet in its infancy but it is a remarkably healthy childhood and in less than a year from the present time will swarm with thousands of families, while the towns will have grown out of recognition. The towns of Hurley, Ironwood and Bessemer, all situated in a radius of six miles are the headquarters for the miners, and are growing with a magic-like rapidity. Property is higher than in many cities of fifty times their size, and altogether the futures of these places seems an assured success. It would not be just to close a sketch of the Gogebic mining region without acknowledging the great debt of gratitude the iron world owes to the **Milwaukee, Lake Shore & Western railroad**. The enterprise that pushed this company's track through an unbroken forest, given up almost entirely to the wolf and the antelope, simply on the supposition that iron was lying at the feet of the forest monarchs, certainly deserves a high tribute from the men who have profited so greatly by the presence of the steel pathway. The erection of a stupendous ore dock at Ashland at a cost of about half a million almost before a pound of ore had been taken out of the ground, also displayed a faith in the future of the country that has since been realized. No matter what eminence the Gogebic range may attain in the iron world, it must always acknowledge the **Milwaukee, Lake Shore & Western** as one of the most important factors in its development. The **Wisconsin Central** has long contemplated a line to the Gogebic region and the recent rich developments in mining properties will undoubtedly cause this idea to be carried out in the near future. (I, Connie Noyes, apologize for any misspelled names I have created from the hard to read document.) **The preceding article was transcribed from a document presented online by the Wisconsin Historical Society. The following url is for the research page they have online.** <http://www.wisconsinhistory.org/research.asp>

Index of People (Many are in the 1888 Gogebic Range Mining Directory)

http://mattsonworks.com/index.html?row1col2=1888_Mining_companies.html

John S. George, John Black, Charles F. Freeman, Frank Boyd, C.E. Lewis, H.M. Benjamin, Henry C. Payne, Capt. Nathaniel D. Moore, Mr. (Capt.) John E. Burton, Bonnie Burton, Charles Potter, Col. H.S. Benjamin, Herman Nunnemacher, M.J. Luther, Frank Boyd, Capt. Walls, Prof. Rattle, Capt. Fred Pabst, F.G. Bigelow, Maj. Rogers, State Sec. Timme, Charles Best, Miller, Tucker, D.L. Plumer, W.C. Silverthorn, G.H. Gill, Charles L. Colby, S.H. Parker, A. Doctor, Ald. Worden, Rev. A.A. Hoskin, James Church, William Sedgewick, Alexander Maitland, Nathaniel Hibbard, G.F. Wheeler, John Hoffman, Pat Shea, Capt. James Wood, Capt. Jeff C. Day, Guido Pfister, Capt. George Berrigen, S.P. Snider, S.S. Vaughn, J.W. Smith, H.D. Smith, Charles E. Wright, Capt. J.F. Stevens, W.J. Durbin, C.G. Cox, C.A. Hendee, C.A. Lewis, H.C. Payne, H. Niedecken, Jr, Otto Pupikofer, Mrs. Laura D. Benjamin, Gordon Norrie, Capt. Sellwood, **In a future issue, we would like to include photos, updates, obituaries, family genealogies on these men. Please contact us with information you may have on them and would like to share.**

Under the category of going above and beyond, we received several newspaper obit clippings from Mrs. Eleanor Evans Borkenhagen of Huntington Beach, CA. As she states in her accompanying letter, "knowing what a valuable tool obituaries can be for genealogists, I have been clipping obituaries from the Los Angeles Times and the Orange County Register. As I clip them, I sort them by counties and send them to the genealogical society that has a connection with the person in the obituaries. I am enclosing the ones I have collected for your county and I hope these will be of some use to your members. I am more than happy to continue sending them to you, if you would like to receive more." She enclosed obits for John R. McNicholas of Glendale, CA who was born in Marengo, MI.; George J. DeRubeis of Palm Desert, born in Ironwood; John Emil "Perky" Perkovich of Los Angeles, born in Ironwood; Eunice Taylor of Lake Forest, CA, born in Ironwood; John E. Kerby, born in Ironwood. What a wonderful genealogical service Mrs. Borkenhagen has. Please contact us if you would care to receive any of the obituaries.

The Swedish Finn Historical Society <http://sfhs.eget.net/portal/>

Interested in learning more about the iron ore mines? 3,000 Feet Underground: Michigan Iron, from Mine to Forge to Furnace on Tuesday July 11, 2006 at 2 p.m. in the Michigan Iron Industry Museum, Negaunee

Guest speaker: Barry James, curator of education, Michigan Iron Industry Museum. This event is free of charge. For more information, telephone (906) 475-7857. Join us for other closer looks at Michigan iron and the Upper Peninsula during our Tuesday afternoon lecture series:

- Swedish Immigration to the Upper Peninsula - July 18
- In Search of Early Man: Prehistoric Archaeology in the U.P. - July 25
- Lake Effect: Weather Makes History - August 8
- The Great U.P. Train Robbery of 1893 - August 15

Great website for Michigan mining
<http://www.geo.msu.edu/geo333/part-five-G.html> **part of Geography of Michigan and the Great Lakes Region a course at Michigan State University, some material is based upon work supported by the National Science Foundation under Grant No. 9819148. www.geo.msu.edu/geo333 this web page contains information; maps**

and imagery. Use of this page for units, classes, and lectures on Michigan geography is encouraged; please email [Professor Schaetzl soils@msu.edu](mailto:soils@msu.edu) if you find this web page useful in any way.

Bitterroot Resources Ltd & Trans Superior Resources, Inc. owns mineral rights in the Upper Peninsula of Michigan covering approximately 460 square miles (1180 sq. km).
<http://www.bitterrootresources.com/s/UpperPeninsula.asp>

Michigan Technological University mining pages
<http://www.mg.mtu.edu/oldpix.htm>

Mining History Network-Covers many Mining Related Subjects
<http://www.projects.ex.ac.uk/mhn/www.html>

White Pine Copper Mine article from Michigan History Magazine authored by Larry Chabot Jan/Feb 2000 issue
[PDF "I'll Eat Every Pound of Copper From That Mine!"](#) File Format: PDF/Adobe Acrobat - [View as HTML](#)
www.michiganhistorymagazine.com/extra/up/pdfs/copper.pdf -

I'd also like to suggest these books to search for at your library, through inter library loan, or at the Library of Michigan or perhaps at a garage sale?

Bessemer in the early day C.J. Berwald
Calked boots and cant hooks G.A. Corrigan
Various City Reports from whatever years you locate.

Days and ways in old South Pabst F.E. Brownfield
Early History of Gogebic County Mrs. W.E. Kuusisto

A Description of its property, together with an account of the Gogebic iron range. Gogebic iron Syndicate, 1886.

Gogebic explorer, 1st area paper

History of Bessemer: 1884-1984 V.M. Coleman

History of Gogebic County V.F. Lemmer

History of Gogebic County, Volume 2

Index to a History of the Northern Peninsula of Michigan

History of the Northern Peninsula of Michigan

Rocks & Minerals has presented articles of interest to students of mineralogy, geology and paleontology since 1926.

http://findarticles.com/p/articles/mi_m0GD
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