NPS Form 10-900
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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Quincy Mining Company Historic District

and or common

2. Location

street & number from Portage Lake to the brow of Quincy Hill ___ not for publication

city, town Hancock _X_ vicinity of

state Michigan code county Houghton code

3. Classification

Category	Ownership	Status	Present Use	
_X_ district	___ public	_X_ occupied	___ agriculture	_X_ museum
___ building(s)	_X_ private	___ unoccupied	_X_ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	_X_ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	_X_ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Please see continuation sheets

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Houghton County Courthouse

street & number

city, town Houghton state Michigan

6. Representation in Existing Surveys

title Historic American Engineering Record has this property been determined eligible? ___ yes _X_ no

date National Register of Historic Places nomination for #2 Shaft and Hoist Houses 1978; 1970 _X_ federal ___ state ___ county ___ local

depository for survey records Library of Congress; National Register of Historic Places

city, town Washington, D.C. state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
_X_ good	___ ruins	___ altered	___ moved date _____
___ fair	___ unexposed		

Some historic buildings are now in ruins.

Describe the present and original (if known) physical appearance

QUINCY MINE LOCATION: Situated on the Pewabic amygdaloid lode, the Quincy location stretches northeast to southwest along the brow of a long hill above the City of Hancock and Portage Lake. Parallel to the east side of U.S. Highway 41 (old Calumet Road) are the seven Quincy Mine shafts and surface works, including the Pewabic mines acquired in 1891 (North Quincy). Below the mines, spread across the hillside, are several discrete subdivisions of company housing, the earliest (Lower Pewabic) dating from 1899.

On the west side of the road, facing the highway, is a series of administrative and service buildings and managers' residences. Behind these are seven small neighborhoods of company housing, including some extant buildings from as early as the 1860s. The names of these housing clusters reflect the character of the place and make reference to the ethnic origins of the population: Limerick, Singsing, Frenchtown, Hardscrabble, Pewabic, Franklin, and Backstreet.

With a few exceptions the Quincy Development Corporation (QDC) continues to own all the lands which belonged to the Quincy Mining Company when operations ceased. Because no new developments have occurred since the mines closed, the integrity of the site as a whole is exceptionally high. There are virtually no intrusions or non-contributing structures, and modifications to housing have been minimal, since many houses even today are leased from Quincy. Others are privately owned on leased land. QDC is presently in the process of platting subdivisions to sell houses to their occupants; the land will continue to belong to the Corporation. The modern upgrading of the Calumet Road to a two-lane highway (U.S. 41) has somewhat altered the historic character of the site.

On the location itself, the integrity of feeling and association is unusually strong. Although all of the shaft-rockhouses (headframes) except No. 2 have been removed, the shafts are still evident, fenced off for safety and covered with steel grating. Some of the associated surface works have been torn down, but many structures stand, while several others remain as significant and identifiable ruins. Smokestacks from the boilerhouses punctuate the hillside, while abandoned railroad trestles and narrow gravel lanes are expressive of patterns of work and community life at the location. Apple trees, planted decades ago to improve the quality of life in an industrial setting, still line the unimproved roads and cluster around the foundations of mine buildings and miners houses, alike.

The workmanship and design of several periods of development at the site are evident, from the early vernacular Pewabic and Quincy buildings constructed of local sandstone to the classical styling of the No. 2 hoist

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	X engineering	___ music	___ theater
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	X industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1846-1931 **Builder/Architect** Quincy Mining Company

Statement of Significance (in one paragraph)

The Keweenaw Peninsula, approximately fifty miles long and fifteen miles wide, lies at the northernmost tip of Michigan as it juts out into Lake Superior. The copper range forms a narrow spine along which some four hundred copper mining companies operated between 1872 and 1920. Copper occurs in this district in fissure deposits in a pure metallic state, unalloyed with other elements. The remains of hundreds of ancient diggings, excavated by prehistoric miners, led nineteenth-century explorers to these mass copper deposits. These deposits were first mined in the early 1840s, setting off a boom which spurred settlement of Michigan's Upper Peninsula. This boom brought experienced miners from the copper mines of Cornwall, England. Then at its peak and the world leader in production, Cornwall would soon be eclipsed by Michigan.

Although the surface fissure deposits were rich, they were soon exhausted. The most productive and profitable mineral deposits of the region proved to be the amygdaloid and conglomerate lodes, located in the central portion of the copper range, which were exploited beginning in the late 1850s. In the twenty-five year period prior to the opening of the Calumet conglomerate lode the United States produced less than 6 percent of the world's copper, Michigan accounting for 74.5 percent of the U.S. total. Between 1867 and 1884, the years following the development of the conglomerate lodes, the United States increased its output to 17 percent of world copper production, Michigan accounting for 12 percent of the world total.[1]

By the mid-1880s, the western copper mines began to challenge Michigan's hegemony. In 1883 Michigan's average share of United States copper production had dropped from 80 percent to 51.6. Although the Keweenaw boom continued into the early twentieth century, its substantial contributions to the industry were superceded by the new giants of the west.[2]

A number of properties and sites related to copper mining on the Keweenaw Peninsula exist: the Cliff Mine site, which was the first of the great

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[1]. William B. Gates, Jr., Michigan Copper and Boston Dollars: An Economic History of the Michigan Copper Mining Industry (Cambridge: Harvard University Press, 1951), pp. 197-200.

[2]. Michael P. Malone, The Battle for Butte: Mining and Politics on the Northern Frontier, 1864-1906 (Seattle, Washington: University of Washington Press, 1981), p. 36.

9. Major Bibliographical References

Please see continuation sheets.

10. Geographical Data

Acreage of nominated property ca. 779 acres

Quadrangle name Chassell Quadrangle and Hancock Quadrangle **Quadrangle scale** 1:24000

UTM References

	Zone	Easting	Northing
A	16	382620	5213620
B	16	381860	5219000
C	16	379920	5219880
D	16	379520	5222220
E			
F			
G			
H			

Verbal boundary description and justification

Please see continuation sheets.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Kathleen Lidfors, Historian (with assistance from Mary Jo Hrenchir and Laura Feller)

organization Apostle Islands National Lakeshore **date** February 17, 1988

street & number Route 1, Box 4 **telephone** (715) 779-3397

city or town Bayfield **state** Wisconsin 54814

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title **date**

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: **date**

Chief of Registration

OWNERS	PROPERTY
Quincy Development Corporation Mr. Louis Koepel, President Royce Road, Ripley Hancock, Michigan 49930	Majority of land formerly owned by Quincy Mining Co.
Michigan Technological University Houghton, Michigan 49931	Mont Ripley Ski area and Paavola Home
Charles Anderson c/o Douglas Agency 324 Shelden Avenue Houghton, Michigan 49931	Agent's House (#58), South Quincy
Glen Symons Box 357 Hancock, Michigan 49930	Capt. Maunder's Old Home (#67), Frenchtown Road
Arvo Sirvio M-26 Mason Box 256 Hancock, Michigan 49930	House #53
SOO Line Railroad Box 530, SOO Line Building Minneapolis, Minnesota 55440	Railroad in Smelter Area

Private Owners of Houses and Buildings on Land Leased from the Quincy Development Corporation:

Willard Aho	House #117, Frenchtown
Charles W. B. Anderson	House #84, Frenchtown
Eugene Anttonen	House #821, Newtown
John Baakko	House #101, Sing-Sing
Hazel Balconi	House #226, Pewabic Hollow
David A. Baril	House #112, Pewabic Hollow
Robert W. Bickmore	House #451, Franklin
Ambrose Bonini	House #303, Backstreet
	House #459, Railroad Street
Michael Bonini	House #453, Hospital Street
Celia Brown	House #454, Franklin
Wesley Byykkonen	House #12, #7 Flats
James Condratovich	House #458, Franklin
Daniel Dulong	House #455, Franklin
Norman Dulong	House #200, Royce Road
Dorn Dyttmer	House #100, Pewabic Hollow
Douglas Edwards	House #212, Pewabic Hollow
Sophia H. Ferries	House #69, Pewabic Hollow

OWNERS	PROPERTY
Senia Frantila	House #481, Franklin
Brian Fredianelli	House #256
Mabel Gagnon	318 Royce Road
Aladino Gemignani	House #302, Franklin/Backstreet
June Gemignani	House #823, Newtown
Lila Gemignani	House #460, Franklin
Michael Gemignani	House #463, Franklin
Michael P. Goudge	House #238-239
David Gustafson	House #808, Newtown
William K. Jarvi	Gas Station on U.S. 41
Christine Johnson	Mobile Home near U.S. 41
Betty Kangas	House #274, Pewabic Hollow
Chris Kangas	House #91, Frenchtown
Felix Kangas	House #90, Frenchtown
Timothy Kangas	House #211, Pewabic Hollow
Robert Karppinen	Frenchtown Street Car Station
William Kemppainen	House #801, Newtown
Carl Kiiskila	House #472, Franklin
John A. Kiiskila	House #311
John Klass	Mobile Home near U.S. 41
Ronald Knudson	House #116
Suzanne M. Kupari	House #254
William H. Lahnala	House #17, #7 Flats
Ronald Lemieux	House #253
Angelo Lencioni	House #488, Franklin
Joseph Lencioni, Jr.	House #470, Franklin
Wesley A. Liimatta	Mesnard Old Street Car Station
Gerald Lokojarvi	House #100 (See also Dorn Dyttmer)
Michael K. Lorence	Limerick Old Street Car Station
Asunta Masini	House #142
Michael Matson	House #187, Upper Pewabic
John McMahon	House #464, Franklin
Eugene Monticello	House #243
Waino Niva	House #111, Sing-Sing
Ronald Nuttall	Mobile Home, Lower Pewabic
Kathleen O'Connor	House #217, Ripley
William J. Oikarinen	House #523
Jennie Paavola	House #283, Pewabic Hollow
John Pakki	House #506
Mary Ellen Paulson	House #115
Arvo J. Pekkala	House #218, Pewabic Hollow
Eleanor Peterson	House #321
Mildred Peterson	House #118, Frenchtown
Veikko M. Pouttu	House #479, Franklin
John M. Quinn	House #465, Franklin

OWNERS	PROPERTY
Aileen Raasio	House #75, Frenchtown
Julia A. Reini	House #9, #7 Flats
Robert Rocchi	House #602, Lower Pewabic
Helen Ross	House, Pewabic Hollow
William Rule	House #485
Charles Ruuska	House #831, Newtown
Matt Saari	House #257, Pewabic Hollow
Verna Saaranen	House #20, #7 Flats
Ray Sampson	A-1 Rental Shop, Limerick
Terry R. Schaaf	House #721, Mesnard
Mary Siira	House #833, Newtown
Martha Simmons	House #825, Newtown
Kevin and Mary Smith	House #258
Anna Somero	Newtown House
Irene Stark	House #829, Newtown
David Toczydlowski	House #489, Franklin
Charles D. Vitton	House #731, Mesnard
Donald Waatti	322 Royce Road
Eileen M. Webber	House #116
Wallace Wiitanen	House #323, Backstreet
Edwin Ylitalo	House #108, Sing-Sing

house, with its brick veneer, Palladian windows, and green tile roof. The housing, too, reflects the span of time and types in the history of "Old Reliable." Small, single-cell log miners' houses now covered with clapboard stand in Limerick. Examples of the slightly larger "telescope house" on mine rock foundations are also present. In Lower Pewabic a few rows of houses constructed in 1917 from plans purchased from Sears and Roebuck stand virtually unchanged. Fronting the highway in "management row," carpenter gothic, bracketed Italianate, and sandstone Romanesque stylings announce the company offices and official residences. Although a few of these buildings have been removed, the row is basically intact and in fair to excellent condition.

Two of the most significant structures bear special mention: the No. 2 shaft-rockhouse, rebuilt for the third time in 1908 over a shaft that eventually reached 9,000 feet, and the No. 2 hoist house, built in 1918 to house the largest hoisting engine in the world. Because of the preservation efforts of the Quincy Mine Hoist Association, which has a 99-year lease on these properties, both the structures and the revolutionary equipment which they house are stable and sound. The Quincy Mining Company No. 2 Hoist was designated a National Historic Mechanical Engineering Landmark in 1984 by the American Society of Mechanical Engineers. The Nordberg hoisting engine itself has been restored to mint condition for public exhibition. The Association has just completed resheathing the No. 2 shaft-rockhouse, and plans to continue restoration work on both structures.

QUINCY SMELTING WORKS

Built in 1898 on the site of the Pewabic stamp mill, the Quincy smelter juts out from the shoreline of Portage Lake on a site distinctly identifiable from its surroundings. From a vantage point across the water on the Houghton side, the smelter looks virtually as it did in 1905. To the west, Hancock is more highly developed, but the entire sweep of Quincy Hill still rises behind it--an almost bare slope, devoid of subdivisions, shopping malls, or even roads. A single road, which has linked Hancock and Torch Lake since the mining companies first erected mills along the waterfront, passes behind the smelter. Across the road a row of large, evenly spaced dwellings announces the residential district for Quincy's smelter managers and supervisors. Some of these are now privately owned.

All of the key structures which were in place in 1920 remain today, as well as many of the secondary buildings and site features. Of greatest significance are the cupola and reverberatory furnace buildings. The reverberatory building now houses melting furnaces built in the 1940s. From the melting furnace, the copper went to the refining furnace and then

to the casting plant. These works, including the 1920 Walker casting machine, are present at the site. Although equipment has been removed from many of the buildings, the heart of the smelting works remains, as do many objects of significant interpretive value, such as the 1919 Corliss-valved steam engine, slag buggies, copper molds, and ladles.

With the exception of the 1898 smelter office, which is in excellent condition with its original interior and even many furnishings in place, the structures are in fair to poor condition. Most of the buildings were constructed of local Jacobsville sandstone and are handsome and solid structures which have withstood abandonment relatively well. Roofs are beginning to decay, however, so that without preservation measures, losses will be inevitable. The cupola building has already begun to deteriorate from its damaged roof down to the upper portions of the walls. The original reverberatory furnace building has been re-roofed in recent years.

Given the otherwise exceptional integrity of the site, the condition of the buildings is a matter of concern. The Quincy Smelting Works is the only remaining smelter associated with Michigan copper mining. It may be the only essentially unaltered extant smelting complex in the U.S. which remains from the turn of the century. QDC has recently donated the smelter to Michigan Technological University in Houghton, which will eventually develop the site through The Ventures Group, the university's investment organization. (QDC is a member organization in The Ventures Group.) The University recognizes the historic value of the site. At the same time, The Ventures Group is actively involved in plans for waterfront development. As yet, no plan has been adopted for the Quincy Smelting Works.

Quincy Mining Company National Historic Landmark--Summary of Resources

Location	Contributing				Non-Contributing
	bldgs.	structures	objects	sites	buildings
Quincy Mines	34		2	82	3
Sing-Sing	8			9	
Frenchtown	8			14	1
Hardscrabble	1			32	
Limerick-Pewabic	26	1		43	1
Lower Pewabic	15			75	2
Franklin	12			36	4
Backstreet	6			31	
Mesnard	11	1		52	
Newtown	8			20	3
Pewabic Hollow	14				1
Smelter Complex	25			15	
South Quincy and Ski Hill	11			2	1
TOTALS	179	2	2	411	16

In the itemized lists for each of these areas that follow:

--Hyphenated numbers are double or multiple residences and are counted as single buildings.

--Inclusive series of buildings or building sites are indicated with arrows, e.g. 132→ 135 (all). Series of buildings that are all odd-numbered or even-numbered are indicated by 201→ 221 (odd) or 200→ 220 (even).

--Many contributing sites heretofore unidentified may be presumed to exist.

--Numerous roads, railroad grades, waste rock piles, uninventoried machinery and other objects, as well as landscaping elements such as mining-era apple trees, are also contributing elements.

QUINCY MINE LOCATION

Buildings	C/NC
503	C
506	C
527	C
No. 2 Hoist (1918-20)	C
No. 2 Hoist (1894)	C
No. 2 Hoist (1882)	C
No. 2 Shaft-Rockhouse	C
Oil House	C
Supply Office	C
Captain's Office	C
Fire Station	NC
Machine Shop	C
Blacksmith Shop	C
Coal and Iron Storage (orig. Pewabic No. 6 Dry house)	C
Dry House (orig. Pewabic boiler house)	C
Bathhouse	C
Assay Office	C
Captain's Residence	C

Buildings	C/NC
Agent's Residence	C
046 (Q38)	C
043 (Q37)	C
08 (Q48)	C
07 (Q49)	C
06 (Q50)	C
10 (Q54)	C
12 (Q51)	C
17	C
19	C
20	C
Unnumbered house, near # 19	C
67 (Q45)	C
68 (Q46)	C
69	C
(Q39) mobile home	NC
(Q40) mobile home	NC
structure of uncertain function adjacent to 1894 #2 hoist	C
Quincy Office Building	C

Sites	
501	C
502	C
522-23	C
524	C
525-26	C
528-29	C
504-5	C
521	C
No. 6 Hoist	C
No. 6 Compressor	C
No. 6 Compressor	C
Lumbershed	C
No. 6 Shaft	C
2 Unident. Mine Structures	C
Lumbershed	C
Carpenter Shop	C
Warehouse	C
Pipe House	C
Unident. Mine Structure	C
Compressor Building	C
No. 4 Boiler House	C
No. 4 Hoist House	C
No. 4 Shaft	C
No. 7 Boiler House	C
No. 7 Hoist	C
No. 7 Shaft	C

Round House	C
03, 04	C
09, 11	C
19	C
15, 16	C
21	C
22-23	C
27→ 30 (all)	C
59	C
33	C
49-50-51	C
43→ 45 (all)	C
54, 56	C
60	C
61	C
66	C
North's Store	C
Blacksmith's Shop	C
Dryhouse	C
119→ 123 (all)	C
Mine Captain's Office	C
124-25-26-27	C
128	C
6 ruins related to No. 7 Shaft	C
8 ruins related to No. 2 Shaft	C
6 ruins related to No. 6 Shaft	C

Objects: Quincy and Torch Lake Railroad Locomotive and Quincy Hoist No. 2

SING-SING AND FRENCHTOWN

Buildings	C/NC
101 (Q64)	C
102 (Q66)	C
103 (Q67)	C
105 (Q68)	C
115 (Q69)	C
116 (Q70)	C
117 (Q71)	C
118	C

Buildings	C/NC
73 (Q58)	NC
77-78 (Q59)	C
84 (Q57)	C
90 (Q56)	C
16	C
95 (Q61)	C
96 (Q62)	C
97 (Q63)	C
Unnumbered, north of 93-94	C

Sites

"Sing-Sing"
106→109 (all)
111
112
113
unidentified, south of 116
Quincy School

"Frenchtown"
74
75-76
79-80
81-82
87-88
93-94
83
86
89
91
95-97→(all)
unidentified, behind 84

HARDSCRABBLE

Building: only one remaining, 224 or 225; it is contributing

Sites:

201→221 (odd)
204→222 (even)
223
231
232
234
236
237
224 or 225
226→229 (all)

PEWABIC-LIMERICK

Buildings	C/NC
177-178	C
172 (077)	C
169	C
Rental Shop	NC
Unidentified, near 136	C
131	C
136	C
162	C
158	C
146 (084)	C
144 (082)	C
142	C
157	C
153 (086)	C

Buildings	C/NC
189	C
187	C
Private building (F98)	C
258	C
256	C
254	C
253	C
Church	C
Priests' residence (245)	C
243	C
238-239	C
242	C
244	C

Contributing Structure: Water Tower

PEWABIC-LIMERICK, continued

Sites

183-84-85-56	130	160
181	132→135 (all)	161
179-80	137	163
175-76	138	164
Methodist Church	139	165
174	140	166
173	145	249
170-71	147→52 (all)	240-41
169	154	250-51
unident. private structure	155	187
129	156	unident., north of 166
	159	unident., west of 166

LOWER PEWABIC

Acquired from the Pewabic Mine Company in 1891; included 31 houses in 1898. All remaining houses date from 1917, and were constructed on Sears, Roebuck Co. plans, but the foundations of early "telescope" houses remain.

Buildings	C/NC	Buildings	C/NC
unident., near 541	NC	612	C
541	C	614	C
569	C	616	C
570	C	618	C
600	C	620	C
602	C	617	C
604	C	621	C
606	C	private house (mobile home, next to 600)	NC
610	C		

Sites

507→517 (all)	538	Pewabic School	571
530-31	539	541→565 (odd)	574→97 (all)
532-33	540	566-67	608
534-35	542	572-73	615
536-537	544	568	619

Fifteen unnumbered sites, northeast of existing Lower Pewabic houses

FRANKLIN (Acquired by Quincy Mining Company in 1908)

Buildings	C/NC	Buildings	C/NC
Franklin Pay Office	C	472	C
453 altered	NC	479	C
455	C	481	C
458	C	485	C
459	C	488	C
460	C	489	NC
463 altered	NC	Service Station (altered)	NC
465	C	unident. structure near Franklin School ruin	?
470	C		

FRANKLIN, continued

Sites

400	440	490
402	442-43	491-92
403-04-05	445	unnumbered, near 490
406	451	2 unident. ruins, east of road and related to mine
407	454	
408-09	464	
410-11	465	Franklin School
unnumbered (3)	unnumbered, west of 459	1 unident. ruin, between school and Annie Lake Rd.
414-15-16-17	471	
418→422 (all)	476	
435,436	478	

BACKSTREET (acquired with Franklin, in 1908; houses probably built by 1890s)

Buildings	C/NC	Buildings	C/NC
302	C	309	C
303	C	321	C
305	C	323	C

Sites

307	320	335→340 (all)
311	322	342→351 (all)
314	324→331 (all)	
318	333	

MESNARD

Buildings	C/NC	Structure	C/NC
7 houses	C	Watertower	C
4 mining buildings: 3 south of Mesnard road and west of housing, 1 south of Franklin School ruin	C		

Sites

41 contributing house sites
11 contributing ruins related to mine

NEWTOWN

Buildings	C/NC	Buildings	C/NC
8 houses	C	Two 1970s ski "chalets"	NC
		1970s ranch-style home	NC

Sites

20 sites of buildings present in 1920

PEWABIC HOLLOW

Buildings	C/NC
200	C
211	C
mobile home behind 200	NC
unnumbered house	C
unnumbered house	C
283	C
274	C
257	C
228	C
226	C
100	C
112	C
unnumbered house	C
unnumbered cabin	C
217	C

SMELTER COMPLEX
(Numbers correspond to those on Historic American Engineering Record Drawings)

Buildings	C/NC
1. Office	C
27. Garage	C
9. Barn	C
Oil House	C
Shed next to oil house	C
23. Machine shop	C
Boat house	C
6. Cooper stock	C
28. Lumber shed	C
5. Cooper shop	C
30. Baden Hausen Boiler Building	C
18. Boiler House	C
2. Cupola Building	C
20. Pump House	C
19. Briquetting Plant	C
24. Limestone Bins	C
16. Mineral House	C
3. Reverberatory Furnace Building	C
22. Scale House	C
17 and 33. Reverberatory-Furnace Bldg. (No. 5)	C
Lime Storage Bldg.	C
4. Warehouse	C
13. Scale House	C
7. Charcoal House	C
10. Assay Office	C

Contributing Sites (15)
Ruins and grades/rights-of-way of the elevated narrow-gauge railroad--5
Grades and rights-of-way of the Copper Range Railroad and Mineral Range Railroad--2
Ruin of Building 15 (Railroad Warehouse)
Dock Ruins--1
Slag Dump--1
Sites of 5 structures:
gate warehouse (26), sand house (8), ice house (14), mould shop(25), and coal trestle (21)

SOUTH QUINCY AND SKI HILL AREA

	Contributing	Non-Contributing
Houses in South Quincy	8	0
Houses East of South Quincy	3	0
Mont Ripley Ski Lift		1
Grade and Right-of-Way of the Quincy and Torch Lake Railroad	1	
Franklin Incline	1	

Michigan copper mines; the Quincy Mining Company properties, including the Franklin and Pewabic mines; the Calumet and Hecla Mining Company location and adjacent village of Red Jacket (the present Village of Calumet); and the Champion Mine of the Copper Range Company, along with its company town, Painesdale.

Of these properties, those associated with the Calumet and Hecla company and the Quincy Mining Company together represent the major elements of the Michigan copper industry: mining and mining technology, immigration and ethnic settlement, paternalism and company towns, and labor organization. The two companies represent the greatest longevity, production, technical innovation, and influence in the Michigan industry throughout its history, and for the period 1867-1882 in the copper industry nationwide.

The Quincy Mining Company represents an outstanding example of the growth and development of the United States copper industry from its earliest years through 1920. Of the numerous mining ventures spawned by the nation's first copper boom, Quincy alone survived. It was the first company to recognize the limits of fissure mining and shift to amygdaloid beds, which, with the conglomerate lodes, were the low mineral-content rock upon which the future of the district depended. The company earned the title "Old Reliable" for a fifty-four year sequence of dividends paid to its stockholders and its ability to continue mining during economically difficult times when all but the giant Calumet and Hecla had shut down.

The Quincy Mining Company made a singular contribution to the Northern effort during the Civil War. Between 1862 and 1868 Quincy ranked first nationally in copper production, supplying the raw material for brass buttons, copper canteens, bronze cannon, and naval equipment, especially copper sheathing for vessels. When the war began in 1861, Michigan produced 89.5 percent of United States copper, the Quincy mine accounting for 56 percent of that figure.[3] By 1865 Quincy was producing five times more ore than the largest-producing fissure mine. Although after 1868 Quincy could not match Calumet and Hecla's output, it remained second in the nation until the late 1880s, when Michigan lost its top rank to the western mines.[4]

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[3]. Gates, p. 13.

[4]. Larry D. Lankton and Charles K. Hyde, Old Reliable: An Illustrated History of the Quincy Mining Company (Hancock, Michigan: Quincy Hoist Association, Inc., 1982), pp. 152-53.

The Quincy Mining Company was a leader in mining technology. Working the deepest inclines in the district, Quincy produced or adapted the specialized technology of hard-rock mining to meet the demands of the lode. As early as 1850 Quincy replaced its primitive ladders with man-engines. Shortly after the Civil War the company introduced the first use of power drills in its Pewabic mine.

Quincy was the first company to consolidate the European processes of breaking, sorting, and cleaning the rock at the spot where it was dumped from the skips. The "shaft-rockhouse", which Quincy introduced in 1873, served as a model for the Michigan copper industry.

Quincy was the first Keweenaw mine to adopt mechanized tramming, and by 1901 the company began experimenting with electric haulage. Soon the company had a stable of 15 electric locomotives in operation on the main drifts, each pulling 3 to 4 cars--with a resulting 25 percent increase in production. Six years later Quincy's engineering department devised and patented automatic side-dumping cars to eliminate the time and effort spent in uncoupling and turning the tramcars.[5]

The ability to raise the rock from underground depended upon the hoisting equipment. In this area, too, Quincy led the industry, utilizing some of the largest steam engines in the United States. In 1894 Quincy purchased a 2,500 horsepower hoist from E. P. Allis & Company of Milwaukee. The duplex cylinder engine, the biggest Allis had ever built, raised skips at 2,500 to 3,000 feet per minute.[6] In 1917 Quincy ordered its largest compound, condensing steam hoist from the Nordberg Manufacturing Company. The hoist, which operated at 3,200 feet per minute and could lift ten tons of copper rock per trip, was the largest steam hoisting engine in the world.[7] The engine with its condensing equipment remains in the No. 2 hoisthouse, which was constructed to house it.

The construction of the Quincy Smelting Works in 1898 represented a significant development in the growth and autonomy of the company. Typically in the industry, mining companies would contract with independent smelting companies to process their ore--the expense of

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5. Lankton and Hyde, p. 112.

6. Lankton and Hyde, p. 64.

7. Lankton and Hyde, pp. 115-20.

erecting and operating such a plant usually being too large to justify. Quincy's output at the turn of the century warranted such a facility, which was erected on Portage Lake at the foot of Quincy Hill. The two most important components were the reverberatory and cupola furnaces, which recovered copper first from the rock and then from the slag. In 1920, Quincy added a revolving Walker casting machine to mechanize the old hand ladling process. This equipment remains on site.

The social history of the Quincy mines and related communities is also important, especially in terms of ethnicity and labor relations. The mining communities of the 1860s reflected the first wave of immigrants from the 1840s: Cornish, Irish, German, a few Scandinavians, and French-Canadians who worked as timbermen and woodchoppers, but rarely in the mines. The various ethnic groups lived in distinct neighborhoods in company housing or in nearby Hancock, which was originally owned and platted by Quincy. A proliferation of churches, meeting halls, and benevolent societies reflected distinct ethnic origins. The Cornish, however, remained the dominant group through the nineteenth century, Michigan mining practices and culture being virtually transplanted from the copper and tin mines of early nineteenth-century Cornwall.

By 1905, Quincy had some 1400 employees working at the mine location. Finns by now accounted for one third of the foreign-born, with sizeable groups of Italians and Austrians among the recent immigrants. The experience of Finns and Italians at Quincy typified the experience of latecomers throughout the district: they were hired for the most laborious and low-paying jobs, so that a job hierarchy quickly developed along ethnic lines. This had a direct bearing on the deteriorating labor relations which led to the strike of 1913.

Although labor disaffection and sometimes ensuing violence were characteristic of this period nationwide, the Michigan copper district strike of 1913-1914 warrants special attention. It initiated a national response and hastened the demise of one of the strongest unions in the nation. When local members of the Western Federation of Miners called for a strike in July, 1913, Quincy's underground workers joined thousands of others throughout the Michigan district. Quincy responded to the shutdown with evictions and the importing of 1,200 strikebreakers. As the weeks passed, the mine owners showed no sign of compromise. Congress launched an investigation. State and federal governments tried to effect a

settlement. Such notables as Mother Jones, John L. Lewis, and Clarence Darrow came to the district to support labor's cause.

By the time the strike ended in an unqualified victory for the owners, the Western Federation of Miners had so depleted its resources in support of the Michigan strike that it no longer remained a viable union for its western members. Although it reorganized two years later as the International Union of Mining, Mill and Smelter workers, this labor organization, renowned for its success in organizing western miners and for its radical beginnings, never regained its former power.

The Quincy Mining Company was weakened as well. The demand for copper during World War I temporarily enabled the company to improve its position within the industry. However, finding copper ore at a reasonable cost became increasingly difficult. During the 1920s the company increased the depth of its mines and mechanized most of the operations. By 1931 the Quincy shaft No. 2 reached a depth of 9,009 feet--the deepest mine in the United States.

In 1931, the drop in copper prices during the Great Depression closed down operations. Although the company geared up again after 1937 to meet rising copper prices and the demands of World War II, its boom years were over. By 1943, Quincy opened a reclamation plant to process ore from the mill stamp sands as a supplement to waning mine productivity. In 1957 mining operations ceased, although the reclamation plant continued to produce copper for another ten years.

Areas of National Significance

Theme XII. Business
A. Extractive or Mining Industries
3. Other Metals and Minerals

Theme XVIII. Technology (Engineering and Invention)
F. Extraction and Conversion of Industrial Raw Material

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BOUNDARY JUSTIFICATION

The boundary here described includes the locations of mine shafts and buildings directly connected with Quincy mining operations. It encompasses part of Quincy Hill, which connects the mining area with the Quincy Smelting Works. In addition, it includes administrative and residential structures which bear witness to the various kinds of support necessary for the mining operations, including remaining neighborhoods of workers' housing that appear to possess a high degree of integrity.

BOUNDARY DESCRIPTION

Begin in the NW 1/4 of the NE 1/4 of the NE 1/4 of the NW 1/4 of Sec. 36, T55N, R34W at the south edge of Highway M-26 (Royce Road) at the point where Quincy Development Corporation (QDC) and Michigan Department of Transportation property lines meet. (See Map A)

Proceed due north across M-26 following the boundary line between the properties of L. Jokela and QDC. At the section line between Sections 36 and 25, proceed due west along the south boundary of QDC property until that line is intersected by the line forming the east boundary of the L. Jokela land and the west boundary of the QDC properties. Then proceed due north along this line to the northeast corner of the Michigan Bell tract, which point lies in the SE 1/4 of the SW 1/4 of the SE 1/4 of the SW 1/4 of Section 25, T55N, R34W.

Then go due west along the line which is the north boundary of the Michigan Bell Telephone Co. property and south boundary of the QDC property to the northwest corner of the Michigan Bell property. Bear southerly along the west boundary of the Michigan Bell tract approximately 40 feet to a point south of Quincy building No. 217. Then go due west, passing south of Quincy 217, to Pewabic Street.

Proceed due west to the north-south line dividing the SW 1/4 of the SW 1/4 of Section 25 from the SE 1/4 of the SW 1/4 of Section 25. Then north along this line to the east-west line dividing the W 1/2 of the SW 1/4 from the E 1/2 of the SW 1/4 of Section 25. Continue north approximately 150 feet, then due west to U.S. Highway 41 along an imaginary line which intersects the south edge of the highway scenic overlook.

Bear northwesterly across U.S. 41 following an imaginary line which runs parallel to but 150 feet south of the road to the Hancock water tank (Watertank Road). At the Hancock City boundary, proceed due north to the unmaintained right-of-way of former Q37 (Streetcar Track). Proceed northeast along the south side of former Q37 (Streetcar Track) to its junction with Q38, Karpenen Road. (See Map B)

From the junction, proceed 29 degrees northeast to Lake Annie Road (Township Road F15). Cross Lake Annie Road continuing along the same line another 150 feet. Then go southwesterly along an imaginary line running parallel to, but 150 feet northeast of, Lake Annie Road (Township Road F15) to the unmaintained right-of-way (former continuation of F23) which extends northeasterly to connect with Township Road F23 immediately east of Highway 41. (See Map B)

Continue northeasterly along the east side of the above-described right-of-way (former continuation of F23) to U.S. 41, then northeasterly along the east side of U.S. 41 to the junction of U.S. 41 and the east-west segment of Township Road F23. Bear southwesterly on the south side of Township Road F23 to Township Road F19, then northeasterly to the junction of Township Roads F19 and F39 and U.S. 41. At this point bear southeasterly at 90 degrees from Township Road F19 for 300 feet, then southwesterly along an imaginary line running parallel to Township Road F19 for 800 feet. Then southeasterly at 90 degrees to the previous course for approximately 800 feet to a point which lies 150 feet east of the Mesnard water tower. At this point, proceed southwesterly along an imaginary line running parallel to, but 150 feet southeast of, the Mesnard water tower road. Continue to Township Road F23.

Proceed westerly along the north side of Township Road F23 for approximately 150 feet to the junction with the Mesnard water tower road. At this point, proceed southwesterly along an imaginary line running at approximately 303 degrees to the junction of Township Road F20 and the unnamed road from Franklin to Newtown. (See Map B)

Proceed southeasterly along the south side of the Franklin-Newtown road to a point 150 feet northwest of the junction with the northern segment of the Newtown loop road. Then proceed east along an imaginary line running parallel to, but 150 feet north of, the northern segment of the Newtown loop road. Continue to a point 150 feet east of the southward bend in the Newtown loop road. Then go due south to a point 100 feet south of the Quincy and Torch Lake Railroad right-of-way.

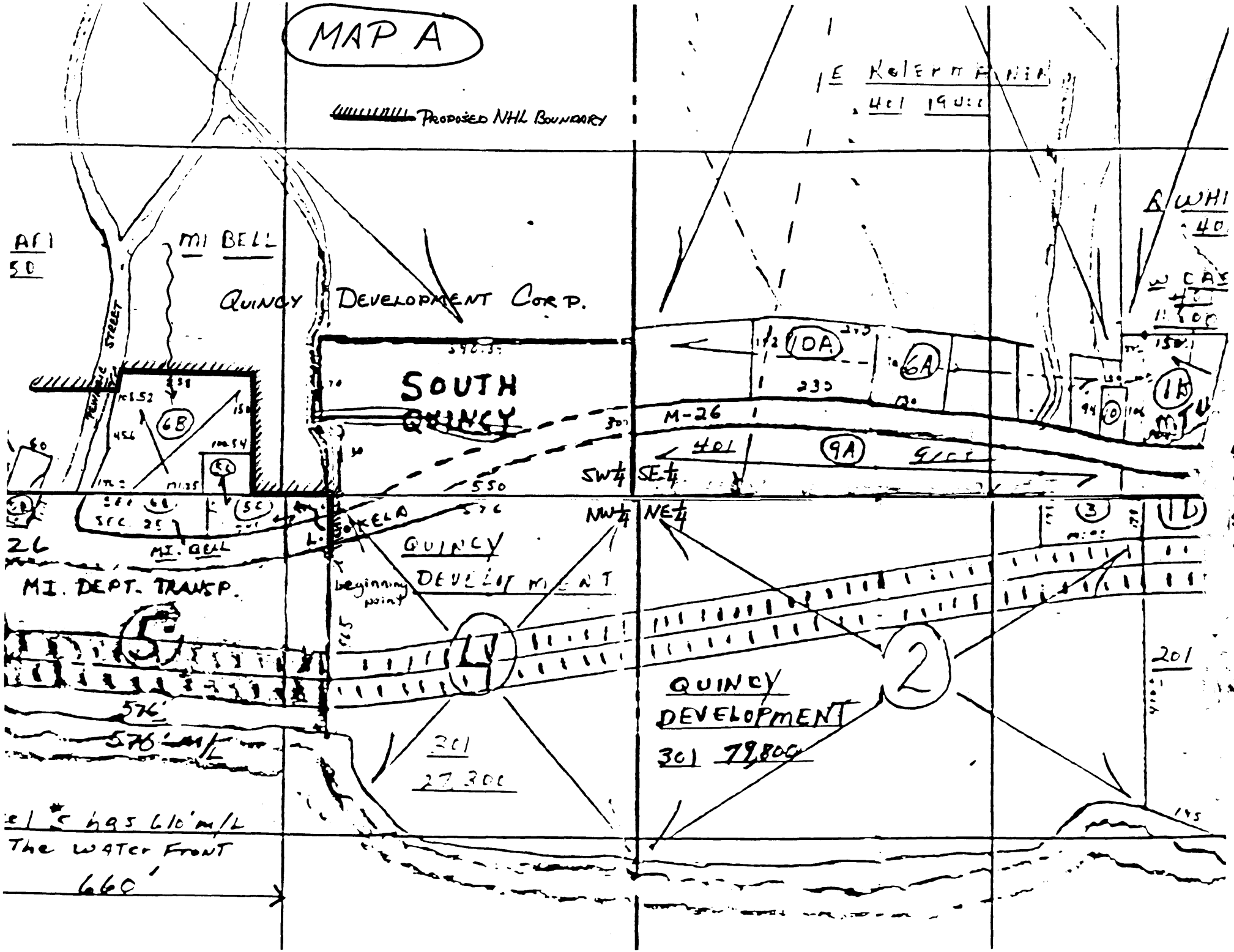
Proceed westerly along an imaginary line running parallel to, but 100 feet south of, the Quincy and Torch Lake Railroad right-of-way to a point 50 feet east of the Franklin Incline. Then south along an imaginary line running parallel to, but 50 feet east of, the Franklin Incline to the point at which this line intersects an imaginary east-west line which passes through the northeast corner point of Quincy Lot 4, South Quincy Subdivision. (See Maps C & D).

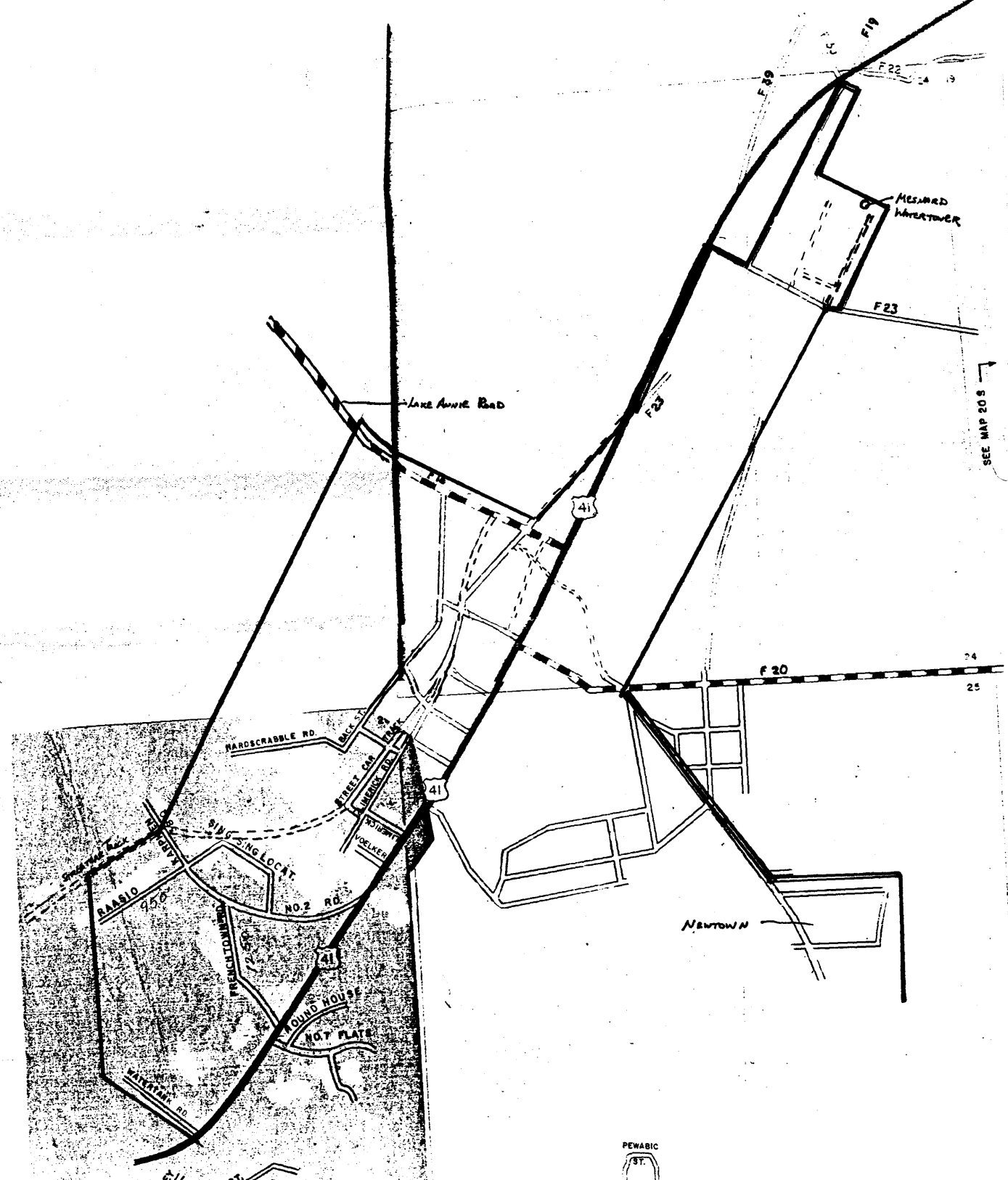
Proceed west along this imaginary line to the northeast corner of Quincy Lot 4, South Quincy Subdivision. Continue westerly along the north boundaries of Quincy Lot 4, the Fire Hall tract, and the Kolehmainen property to the

northwest corner of the Kolehmainen property. Then proceed south along the west boundary of the Kohlemainen property and east boundary of the Michigan Technological University property to M-26, Royce Road. At M-26 (Royce Road) continue due south to the mean high water line of Portage Lake.

Then proceed westerly along the mean high water line of Portage Lake to the north-south property line between the Michigan Department of Transportation and QDC properties. Then go due north along that property line to the point of beginning.

T55N, R34W


MAP A
PROPOSED NHL BOUNDARY
MI BELL
QUINCY DEVELOPMENT CORP.
SOUTH QUINCY
M-26
MI. BELL
MI. DEPT. TRANSP.
QUINCY DEVELOPMENT
QUINCY DEVELOPMENT
Beginning point
SW¼
SE¼
NW¼
NE¼
SEC 25
SEC 36
The WATER FRONT
660'



FRANKLIN TWP.

SECTION 24 T. 55 R. 34

TOTAL FEET 23,930

EQUALS 4.53 MILES

FRANKLIN TWP.

SECTION 30,31 T. 55 R. 33

SECTION 25,36 T. 55 R. 34

TOTAL FEET 33,610

EQUALS 6.37 MILES

--- ROADS SHOWN ON U.S.G.S. QUADRANGLE (REV. 1976) NO LONGER MAINTAINED

— PROPOSED NHL BOUNDARY

MAP B

MAP C

PRE - PRELIMINARY

ASSESSORS PLAT OF SOUTH QUINCY

PART OF THE SW 1/4 - SE 1/4 OF SEC. 25 T55N-R34W
FRANKLIN TOWNSHIP, HOUGHTON COUNTY, MICHIGAN

PROPOSED NHL BOUNDARY

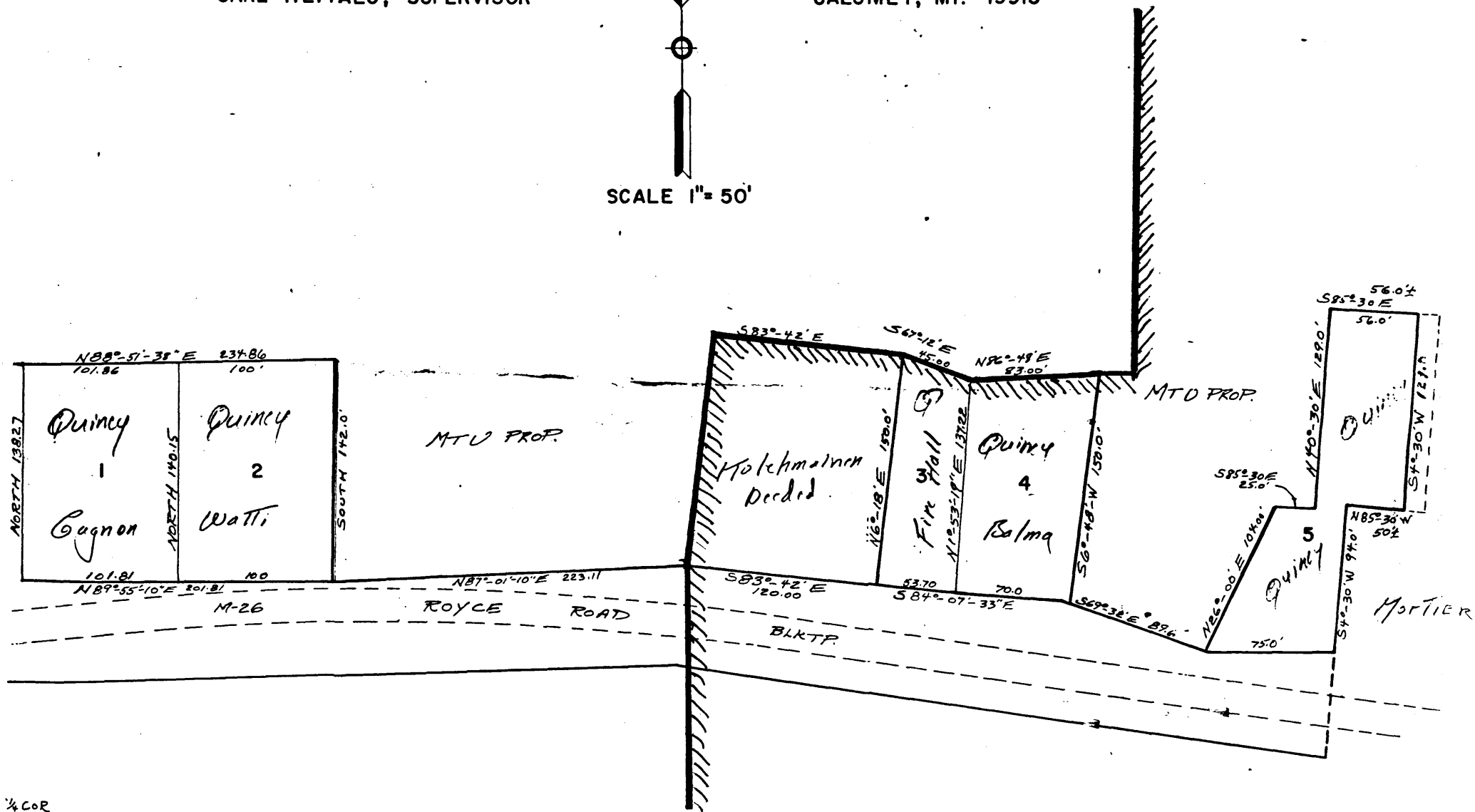
COR. SC 25

MUNICIPALITY:
FRANKLIN TOWNSHIP
CARL YILITALO, SUPERVISOR

JOHN I. HAATAJA
REGISTERED LAND SURVEYOR 19833
CALUMET, MI. 49913

N

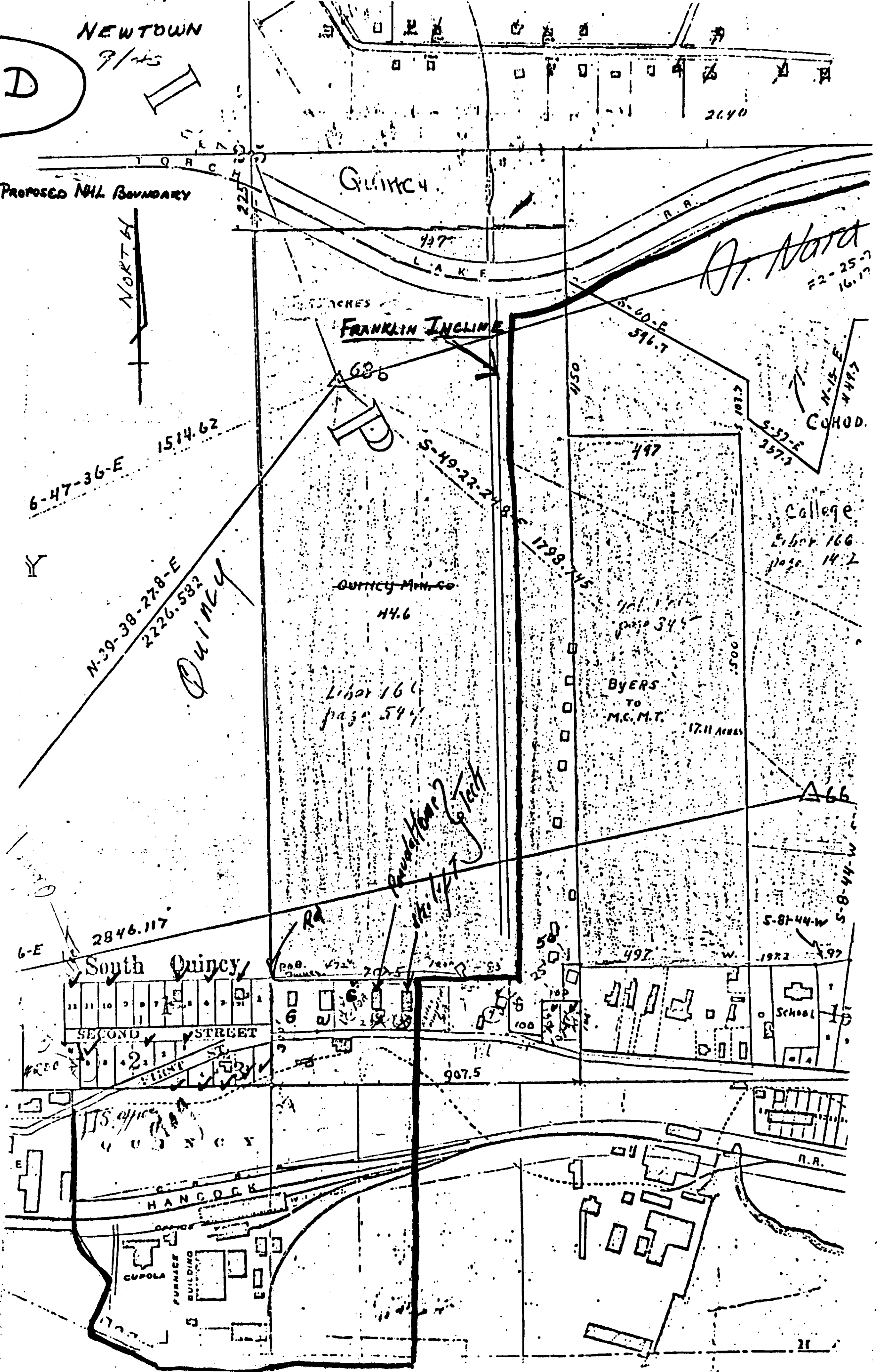
SCALE 1" = 50'



¼ COR

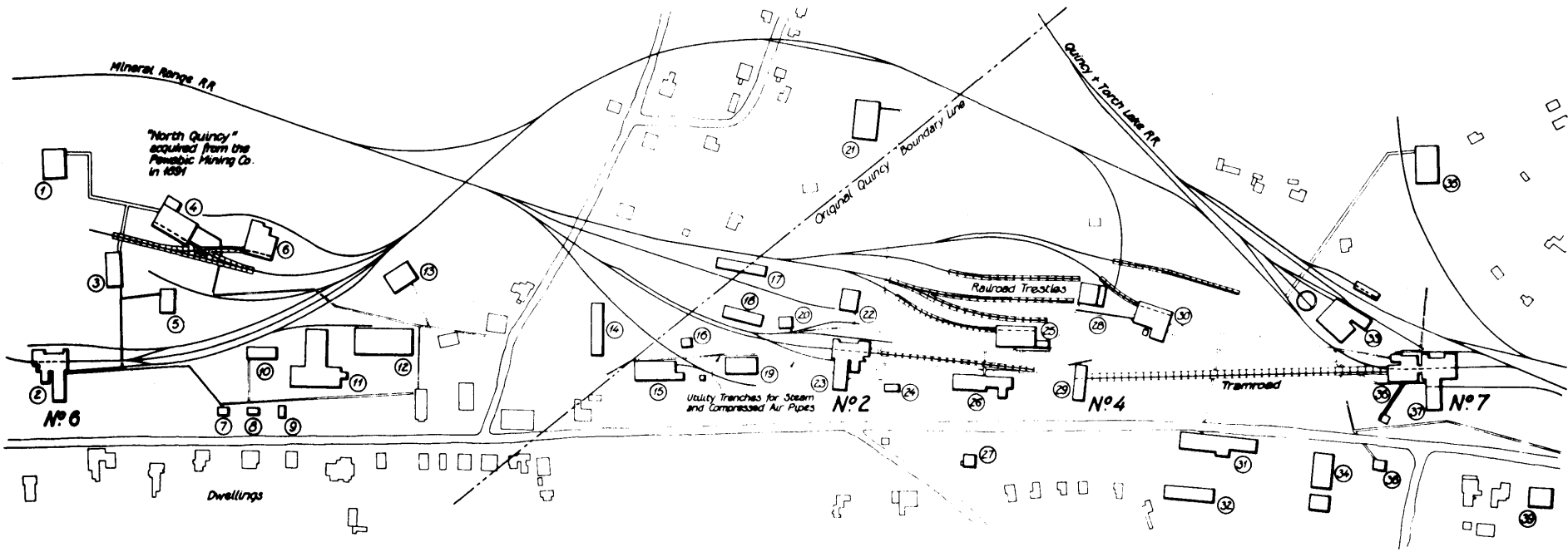
A

MAP D



NEWTOWN
PROPOSED NHL BOUNDARY
NORTH
Quincy
LAKE
R.R.
FRANKLIN INCLINE
N-39-38-27.8-E
2226.582
Quincy
6-47-36-E
1514.62
S-49-22-24.8-E
1798.745
Quincy Min. Co
44.6
Liber 166
page 544
BYERS
TO
M.C.M.T.
17.11 ACRES
College
Liber 166
page 142
COHOD.
2846.117
South Quincy
SECOND STREET
FIRST ST.
907.5
HANCOCK
QUINCY
CUPOLA
FURNACE BUILDING
SCHOOL
S-8-44-W
S-81-44-W
497
500
1150
2640
225

QUINCY MINE LOCATION · 1902



1. Nº 6 Hoist House (1891-92)
2. Nº 6 Shaft-Rockhouse (1892)
3. Nº 6 Compressor Building (1891-92)
4. Nº 6 Boiler House (1891-92)
5. Old Pewabic Mining Co. Boiler House revamped in 1907 to serve as North Quincy Dry House
6. Nº 2 Boiler House
7. Mining Captain's Office
8. "Sunshine" Store House (fuel for miners' lamps)
9. Timbermen's Change House.
10. Nº 6 (North Quincy) Dry House converted in 1908 to storage facility for iron, steel, coal, and coke
11. Blacksmith Shop (1900)
12. Machine Shop (1899-1900)
13. Nº 6 Compressor Building
14. Lumber Shed (1893)
15. Carpenter Shop (1893)
16. Paint Shop (c. 1895)
17. Warehouse (c. 1900)
18. Pipe House (c. 1895)
19. Supply Office (1893)
20. Oil House (1893)
21. Nº 2 Hoist House (1894)
22. Old Nº 2 Hoist House (1882) used for storage
23. Nº 2 Shaft-Rockhouse (1894)
24. Diamond Drill Core House, later referred to as Timbermen's Shanty; also known as "Dead Man's House" where mine accident victims were brought to the surface
25. Nº 4 Boiler House (1882)
26. Compressor Building (1881), later altered to serve as a dry house.
27. Mining Captain's Office
28. Nº 4 Hoist House (1885)
29. Nº 4 Shaft House (1895)
30. Nº 7 Boiler House (1898)
31. Blacksmith Shop (c. 1860)
32. Quincy Dry House (c. 1860 with additions)
33. Locomotive Engine House and Turntable (1889), with attached machine shop addition and separate engine shed
34. North's Store (1900)
35. Nº 7 Hoist House (1898-1900)
36. Nº 4 Rockhouse (1887)
37. Nº 7 Shaft-Rockhouse (1899-1900)
38. Assay Office (1897)
39. Company Office Building (1896-97)

NOTE: Dates in parentheses are for original construction only.

Map based on QMCº Surface Map, 1902.

0 30 100 200 300 400 Feet
0 30 100 Meters

QUINCY MINING COMPANY : SURFACE MAP - 1902
ABOVE HANCOCK ON U.S. ROUTE 41
HOUGHTON COUNTY
MICHIGAN

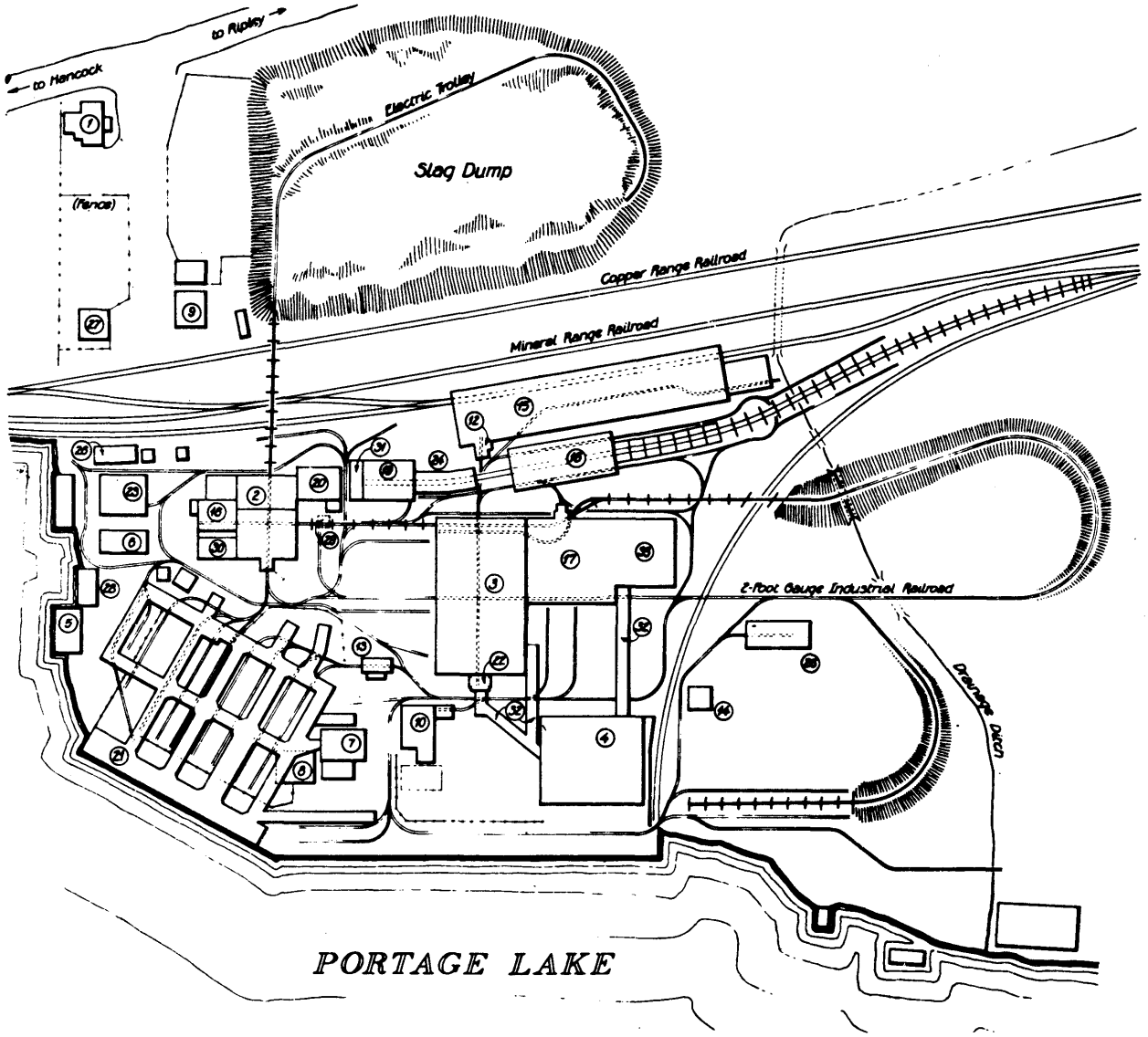
QUINCY MINE RECORDING PROJECT
HANCOCK

DELINEATED BY: Durward W. Foster, Jr., Richard K. Anderson, Jr., 1978

HISTORIC AMERICAN ENGINEERING RECORD
MI-2

SHEET 6 - 34

QUINCY SMELTING WORKS 1920



1. Office Building (1898)
2. Cupola Building (1898)
3. Reverberatory Furnace Building (1898)
4. Dockside Warehouse (1898) (Dry House Addition, 1916)
5. Cooper Shop (1898)
6. Cooper Stock (1898)
7. Charcoal House (1898)
8. Sand House (1898)
9. Barn (1898)
10. Assay Office (1898) (Addition, 1908)
11. Coal Shed (1898)
12. Scale House (1898)
13. Scale House (1898)
14. Ice House (1899)
15. Railroad Warehouse (1901)
16. Mineral House (1904)
17. No. 5 Reverberatory-Furnace Building (1904)
18. Boiler House (1905)
19. Briquetting Plant (1906)
20. Pump House Addition (1906)
21. Coal Trestle (c. 1907)
22. Scale House (c. 1907)
23. Machine Shop (1907)
24. Limestone Bins (1907)
25. Mould Shop (c. ?)
26. Gate Warehouse (c. ?)
27. Garage (c. ?)
28. Lumber Shed (c. 1917)
29. Hose Cart House (1917)
30. Baden Hausen Boiler Bldg (1919)
31. Crushing Plant (c. 1919)
32. Covered Runways (c. 1919)
33. Casting Plant (1920)

Based on QMC* map of the Quincy Smelting Works, Hancock, Michigan; Dec. 7, 1920; Drg. #488.

(See Sheet 2 for location of Smelting Works with respect to Mine and Stamp Mill)

DELINEATED BY Eric M. Hansen, Richard K. Anderson, Jr. 1978.

QUINCY MINE RECORDING PROJECT

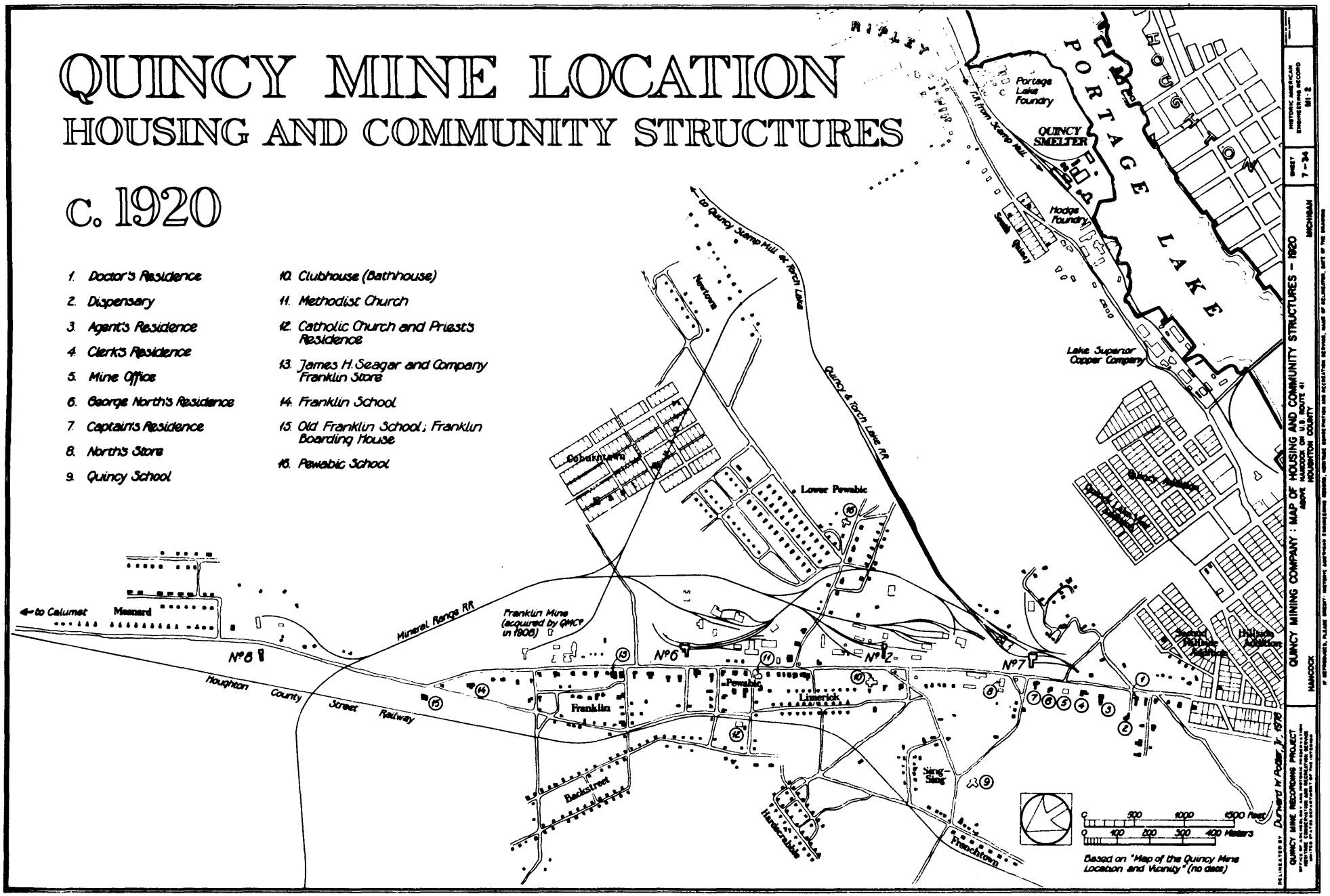
QUINCY MINING COMPANY : QUINCY SMELTING WORKS : SURFACE MAP - 1920
ON NORTH SHORE OF PORTAGE LAKE, 0.5 MILE EAST OF HOUGHTON-HANCOCK BRIDGE
HANCOCK HOUGHTON COUNTY MICHIGAN

SHEET 29-34

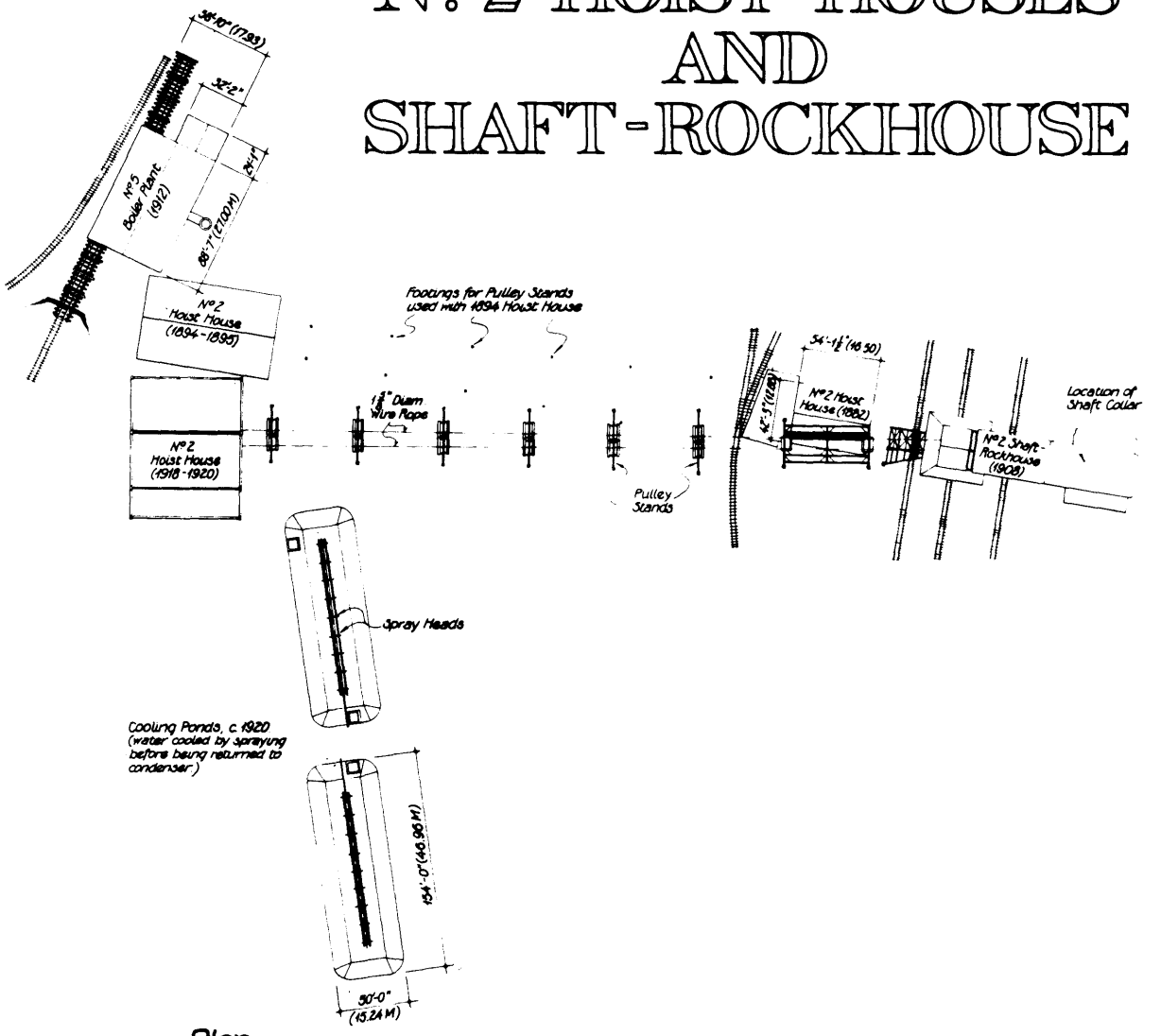
MI-2

QUINCY MINE LOCATION
HOUSING AND COMMUNITY STRUCTURES
c. 1920

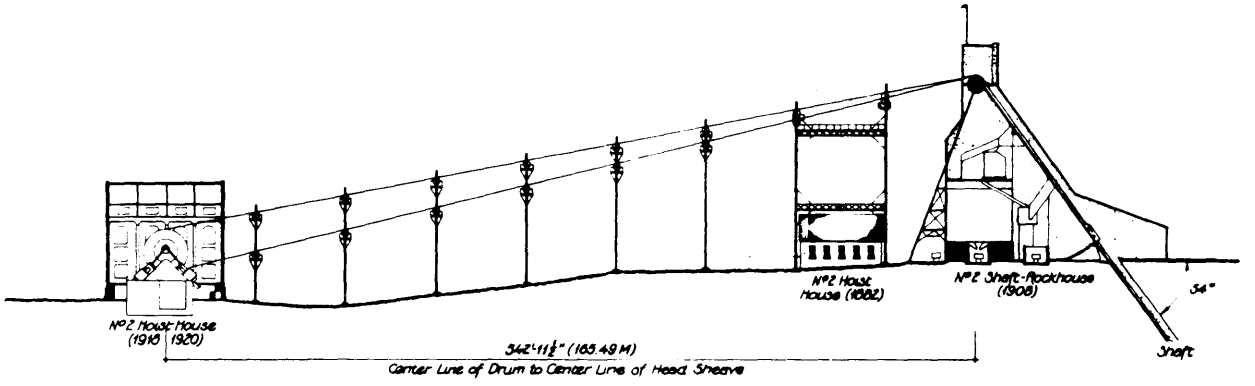
1. Doctor's Residence
2. Dispensary
3. Agent's Residence
4. Clerk's Residence
5. Mine Office
6. George North's Residence
7. Captain's Residence
8. North's Store
9. Quincy School
10. Clubhouse (Bathhouse)
11. Methodist Church
12. Catholic Church and Priest's Residence
13. James H. Seager and Company Franklin Store
14. Franklin School
15. Old Franklin School; Franklin Boarding House
16. Pewabic School



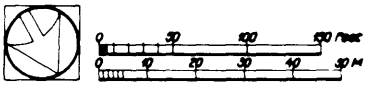
Nº 2 HOIST HOUSES AND SHAFT-ROCKHOUSE



Plan



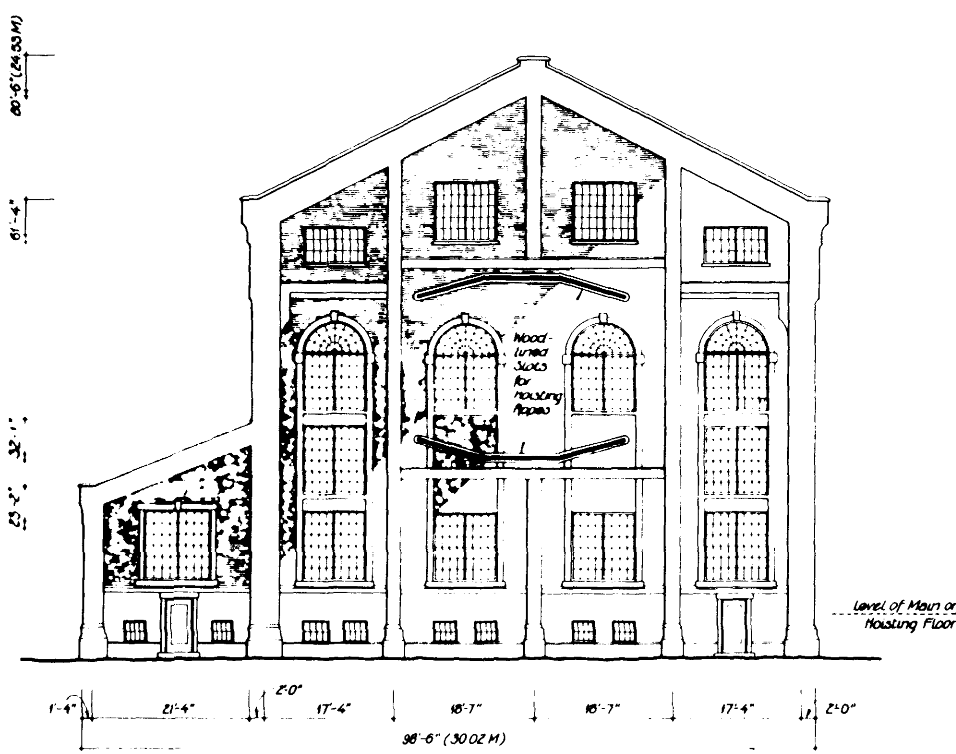
Elevation/Section



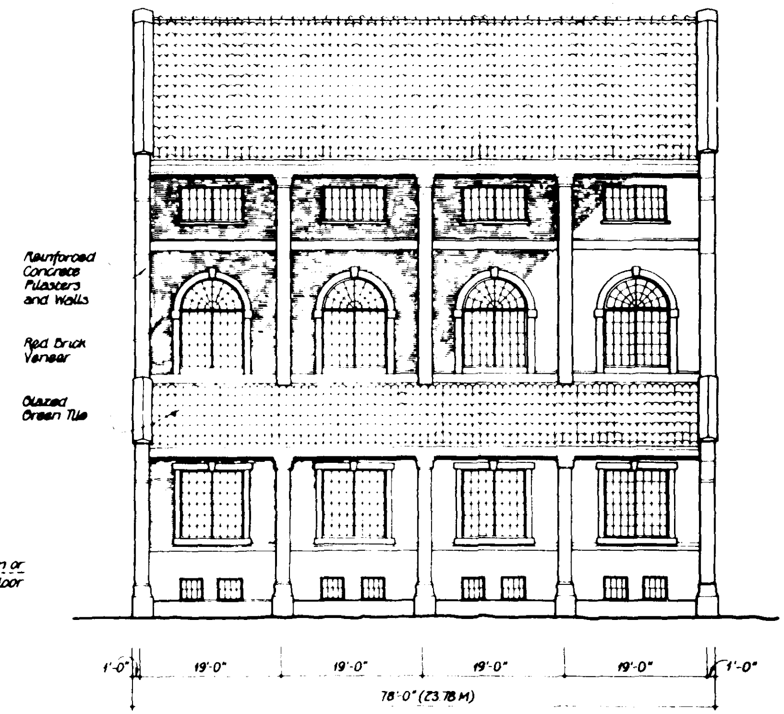
DELINEATED BY Eric M Hansen, 1978

QUINCY MINE RECORDING PROJECT OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION HERITAGE CONSERVATION AND RECREATION SERVICE UNITED STATES DEPARTMENT OF THE INTERIOR	QUINCY MINING COMPANY : Nº 2 HOIST HOUSES AND SHAFT-ROCKHOUSE ABOVE HANCOCK ON U.S ROUTE 41 HANCOCK HOUGHTON COUNTY MICHIGAN	SHEET 9 OF 34	HISTORIC AMERICAN ENGINEERING RECORD MI-2	

Nº 2 HOIST HOUSE AND ENGINE 1918 - 1920



West Elevation (Front)



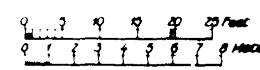
North Elevation

The Maclean Construction Co. of Chicago began work on this hoist house in 1918, following the plans of J. H. Hoff, Civil Engineer, also of Chicago. Hoff designed the structure specifically to house the largest hoist in the world: a Nordberg cross compound condensing hoist with a cylindro-conical drum. Quincy had ordered this hoist in [illegible] ... tacious hoist house ever built by Quincy, Hoff designed it as a suitable showcase for the engine. In its architecture and materials, the structure was unique. It carried an inordinate amount of fenestration, and the brick veneer and green tile roofing were expensive decorative [illegible] ... first that Quincy had not designed and built for itself) was constructed almost entirely of fireproof, reinforced concrete (including the roof). The 54' x 84' foundation was of particular note; it was reputedly the largest block of reinforced concrete ever poured for such a structure [illegible] ...

Major Costs

Building Foundation	$42,700
Building Superstructure	57,900
Nordberg Engine	181,600
Installation/Erection of Engine	34,000
[illegible]	$[illegible],000

Drawn in original condition based on blueprints "Nº 2 Hoist House for Quincy Mining Co.," J. H. Hoff, Civil Engineer; Chicago, Ill.; Oct. 22, 1917. By 1978, the tile roof had been replaced, and some windows bricked over.



DELINEATED BY Jon R. Carter, 1978

QUINCY MINE RECORDING PROJECT

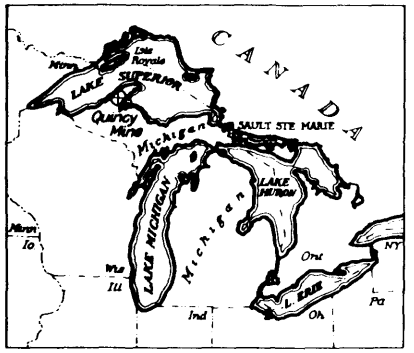
QUINCY MINING COMPANY : Nº 2 HOIST HOUSE AND ENGINE 1918-1920
ABOVE HANCOCK ON U.S. ROUTE 41 HOUGHTON COUNTY

HANCOCK MICHIGAN

SHEET 12 - 34

HISTORIC AMERICAN ENGINEERING RECORD MI-2

LAKE SUPERIOR COPPER REGION



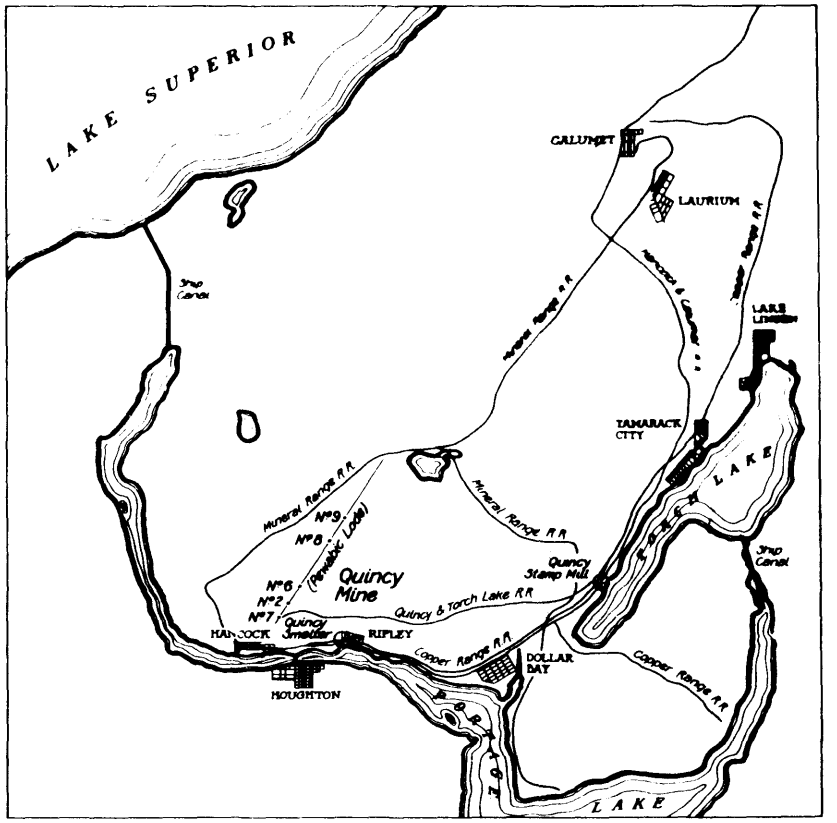
Great Lakes Region

Enlarged from Map "U.S. General Reference," U.S. Geological Survey. The National Atlas of the United States of America. Washington, D.C., 1970 pp 2-3

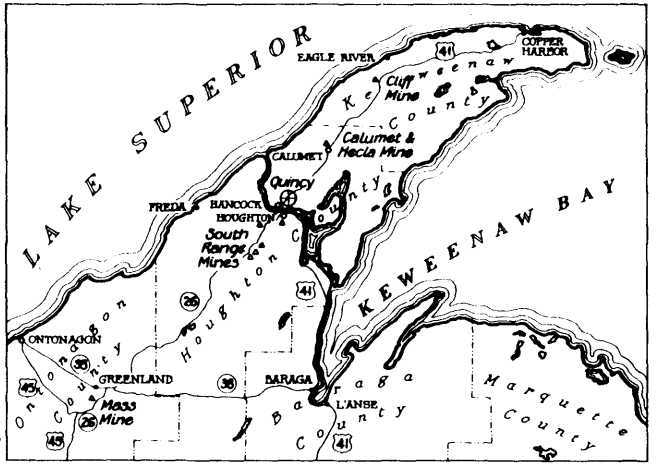
Scale: 1" ≃ 109 miles

0 50 100 200 300 400 Miles

0 100 200 300 400 500 Kilometers



Keweenaw Peninsula



Enlarged from Michigan State Highway Commission Map- "Michigan- 1975 Official Transportation Map."

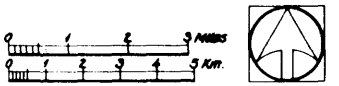
Scale: 1" ≃ 8 miles

Miles: 0 5 10 15

Kilometers: 0 5 10 20 30

Quincy Mining Company Locality

Based on Map published with 1910 Annual Report of QMCo



0 1 2 3 Miles

0 1 2 3 4 5 Km.

DELINEATED BY Dianne M. Poinsatte, Richard K. Anderson, Jr. 1978

QUINCY MINE RECORDING PROJECT

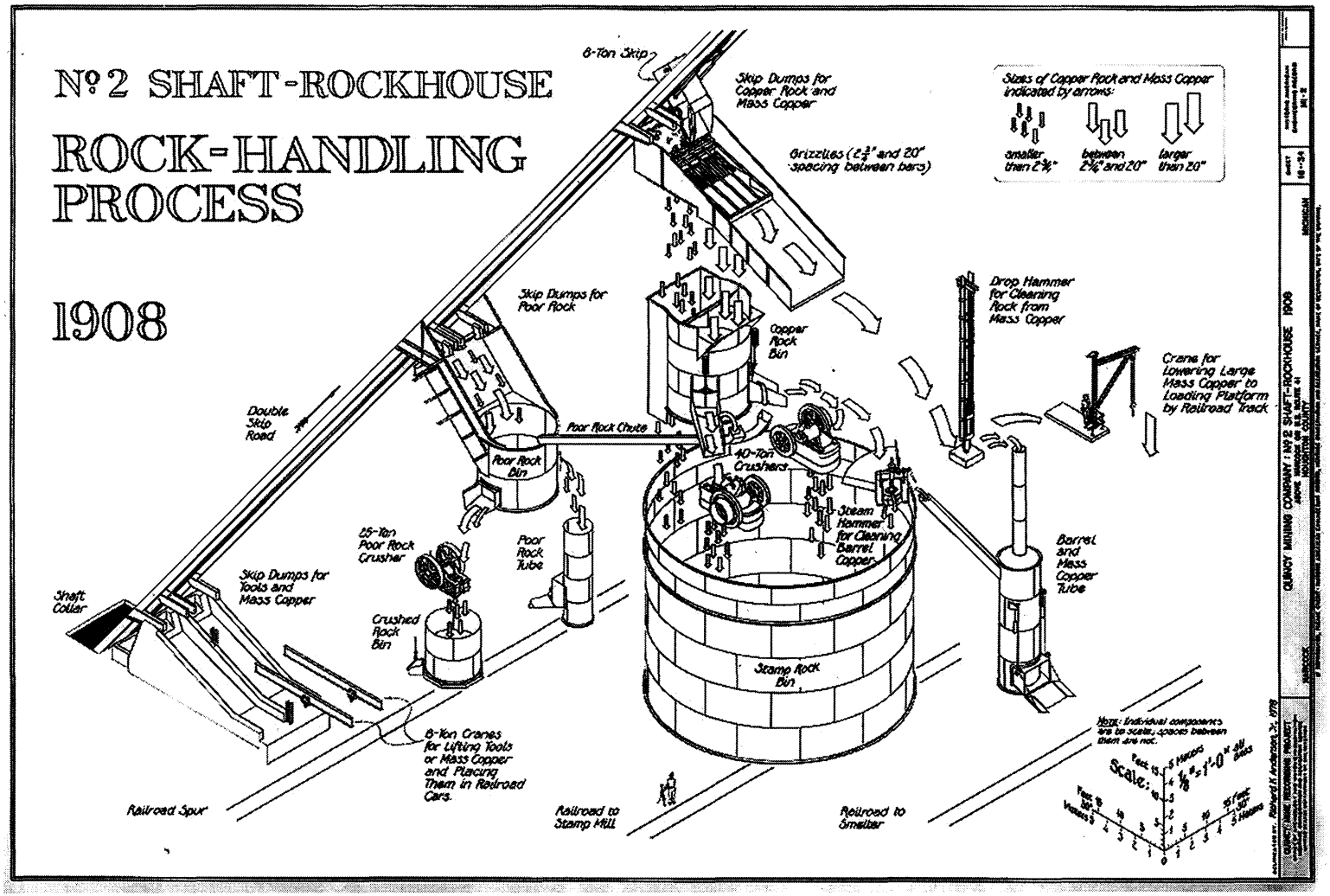
QUINCY MINING COMPANY REGIONAL MAPS

HANCOCK — HOUGHTON COUNTY — MICHIGAN

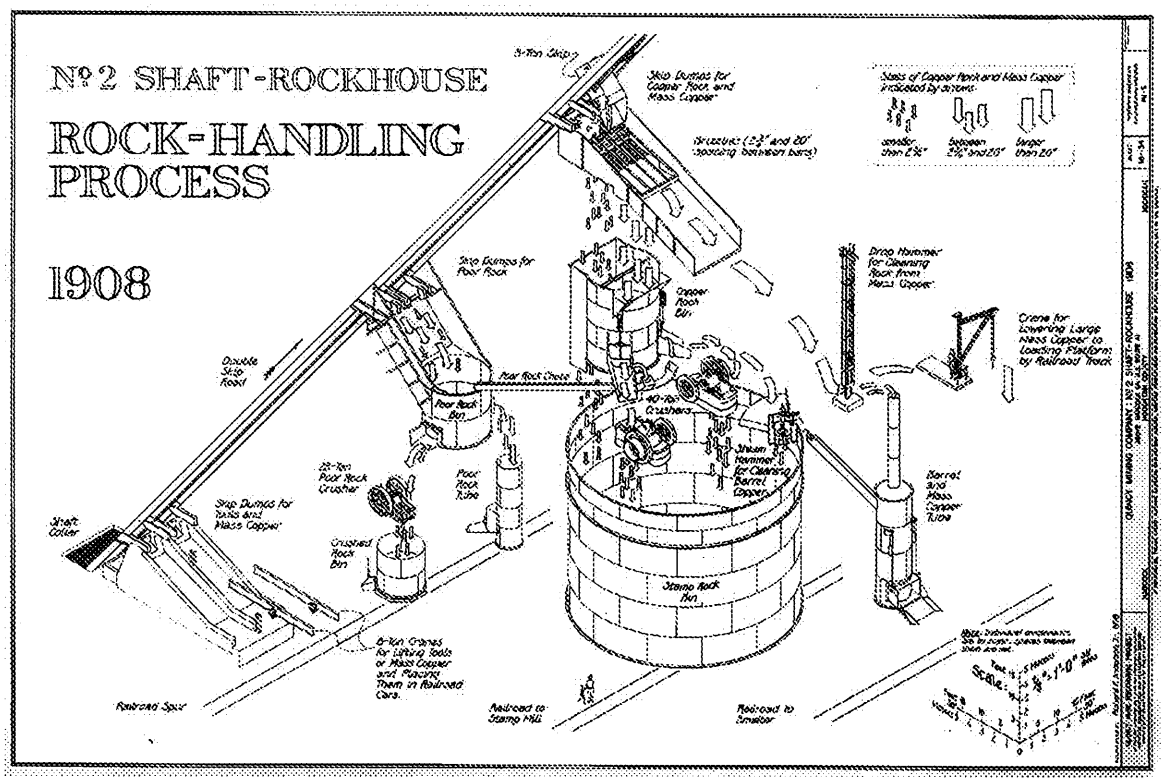
HISTORIC AMERICAN ENGINEERING RECORD

MI-2

SHEET 2 - 34


Nº 2 SHAFT-ROCKHOUSE
ROCK-HANDLING PROCESS
1908
8-Ton Skip
Skip Dumps for Copper Rock and Mass Copper
Grizzlies (2½" and 20" spacing between bars)
Sizes of Copper Rock and Mass Copper indicated by arrows:
smaller than 2½"
between 2½" and 20"
larger than 20"
Skip Dumps for Poor Rock
Copper Rock Bin
Drop Hammer for Cleaning Rock from Mass Copper
Crane for Lowering Large Mass Copper to Loading Platform by Railroad Track
Double Skip Road
Poor Rock Chute
Poor Rock Bin
40-Ton Crushers
Steam Hammer for Cleaning Barrel Copper
25-Ton Poor Rock Crusher
Poor Rock Tube
Barrel and Mass Copper Tube
Skip Dumps for Tools and Mass Copper
Shaft Collar
Crushed Rock Bin
Stamp Rock Bin
6-Ton Cranes for Lifting Tools or Mass Copper and Placing Them in Railroad Cars.
Railroad Spur
Railroad to Stamp Mill
Railroad to Smelter
Note: Individual components are to scale; spaces between them are not.
Scale: 1/8" = 1'-0"
QUINCY MINING COMPANY : Nº 2 SHAFT-ROCKHOUSE 1908
ABOVE WINDOW OF U.S. MINE #1
HOUGHTON COUNTY
MICHIGAN
Richard H. Anderson, Jr. 1978

23 Quincy



23Quincy.EPS

Richard K. ANDERSON 1978

Good load for LOC

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number PHOTOS Page _____

QUINCY MINE LOCATION: No. 2 mine and related structures; foreground, No. 6 mine dryhouse
Houghton County, MI
John T. Lowe
7/78
Michigan Technological University
View south from No. 6 mine
PHOTO-#1 (See QUINCY MINE LOCATION C.1920)

QUINCY MINE LOCATION: No. 2 shaft-rockhouse
Houghton County, MI
Kathleen Lidfors
9/87
Isle Royale National Park
Camera direction, northeast
PHOTO-#2 (See QUINCY MINE LOCATION, 1902, #23)

QUINCY MINE LOCATION: Man car track into mine in No. 2 shaft-rockhouse
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Interior view
PHOTO-#3

QUINCY MINE LOCATION: No. 2 hoist house and No. 2 shaft-rockhouse
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, southwest
PHOTO-#4

QUINCY MINE LOCATION: No. 2 hoist houses (1882 and 1919)
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, east
PHOTO-#5 (See QUINCY MINE LOCATION, 1902, #22)

QUINCY MINE LOCATION: Nordberg 4-cylinder compound condensing hoist
Houghton County, MI

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number PHOTOS Page _____

Kathleen Lidfors
6/87
Isle Royale National Park
Interior, No. 2 hoist house
PHOTO-#6

QUINCY MINE LOCATION: Blacksmith Shop (1900)
Houghton County, MI
Kathleen Lidfors
9/87
Isle Royale National Park
Camera direction, northeast
PHOTO-#7 (See QUINCY MINE LOCATION, 1902, #11)

QUINCY MINE LOCATION: No. 6 mine shaft
Houghton County, MI
Kathleen Lidfors
9/87
Isle Royale National Park
Camera direction, northeast
PHOTO-#8 (See QUINCY MINE LOCATION, C. 1920)

QUINCY MINE LOCATION: Compressor building (1881) ruin
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, northwest
PHOTO-#9 (See QUINCY MINE LOCATION, 1902, #26)

QUINCY MINE LOCATION: Locomotive engine house (1889) ruin
Houghton County, MI
Kathleen Lidfors
9/87
Isle Royale National Park
Camera direction, southwest
PHOTO-#10 (See QUINCY MINE LOCATION, 1902, #33)

QUINCY MINE LOCATION: Quincy Mining Co. office building
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park

Camera direction, northwest
PHOTO-#11 (See QUINCY MINE LOCATION, C. 1920, #5)

QUINCY MINE LOCATION: George North's residence
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, north-northwest
PHOTO-#12 (See QUINCY MINE LOCATION, C 1920, #5)

QUINCY MINE LOCATION: Company Agent's House
Houghton Co., MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, southwest
PHOTO-#13 (See QUINCY MINE LOCATION, C. 1920, #3)

QUINCY MINE LOCATION: Mine worker's house (Sears-Roebuck, 1917), Lower Pewabic
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, east
PHOTO-#14 (See QUINCY MINE LOCATION, C. 1920, Lower Pewabic)

QUINCY MINE LOCATION: View of Lower Pewabic
Houghton County, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, northeast
PHOTO-#15 (See QUINCY MINE LOCATION, C. 1920, Lower Pewabic)

QUINCY MINE LOCATION: Quincy water tower, Roman Catholic church, and rectory
Houghton County, MI
Kathleen Lidfors
9/87
Isle Royale National Park
Camera direction, south

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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PHOTO-#16

QUINCY MINE LOCATION: No. 2 mine structures above city of Hancock
Houghton County, MI
Kathleen Lidfors
9/87
Isle Royale National Park
Camera direction, north
PHOTO-#17

QUINCY SMELTER: Smelter complex on Portage Lake, city of Houghton in background
Ripley, Hancock, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, southeast
PHOTO-#18 (See QUINCY MINE LOCATION, C. 1920)

QUINCY SMELTER: View across Portage Lake from Isle Royale National Park Headquarters
Ripley, Hancock, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, northeast
PHOTO-#19 (See QUINCY SMELTING WORKS, 1920)

QUINCY SMELTER: Northwest end of complex
Ripley, Hancock, MI
John T. Lowe
7/78
Michigan Technological University
Camera direction, northwest
PHOTO-#20 (See QUINCY SMELTING WORKS, 1920, #28, #6, #23)

QUINCY SMELTER: Cupola Building
Ripley, Hancock, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Camera direction, east
PHOTO-#21 (See QUINCY SMELTING WORKS, 1920, #2)

QUINCY SMELTER: Cupola Building with slag buggies
Ripley, Hancock, MI
John T. Lowe
7/78
Michigan Technological University
Camera direction, west
PHOTO-#22 (See QUINCY SMELTING WORKS, 1920, #2)

QUINCY SMELTER: Mineral house and casting plant
Ripley, Hancock, MI
John T. Lowe
7/78
Michigan Technological University
Camera direction, west
PHOTO-#23 (See QUINCY SMELTING WORKS, 1920, #16, #33)

QUINCY SMELTER: Copper ladle
Ripley, Hancock, MI
Kathleen Lidfors
6/87
Isle Royale National Park
Detail view
PHOTO-#24

QUINCY MINING CO. - HISTORIC: Birdseye view of Ripley, Quincy, Pewabic, and Franklin Locations
Houghton County, MI
Unknown
n. d.
Michigan Technological University
View west
PHOTO-#25

QUINCY MINING CO. - HISTORIC: Quincy mine location north of No. 2 shaft
Houghton County, MI
Unknown
Ca. 1920
Michigan Technological University
Camera direction, north
PHOTO-#26

QUINCY MINING CO. - HISTORIC: Quincy mine location south of No. 2 shaft

Houghton County, MI
Unknown
n. d.
Michigan Technological University
Camera direction, south
PHOTO-#27

QUINCY MINING CO. - HISTORIC: No. 2 shaft-rockhouse
Houghton County, MI
Unknown
n. d.
Michigan Technological University
Camera direction, east
PHOTO-#28

QUINCY MINING CO. - HISTORIC: View of No. 2 hoist house, Lower Pewabic, and Pewabic school
Houghton County, MI
Unknown
ca. 1922-28
Michigan Technological University
Camera direction, south
PHOTO-#29

QUINCY MINING CO. - HISTORIC: No. 2 hoist, Nordberg Mfg. Co. (1917)
Houghton County, MI
Unknown
ca. 1922-28
Michigan Technological University
Interior, No. 2 hoist house
PHOTO-#30

QUINCY MINING CO. - HISTORIC: Locomotive engine house and No. 7 shaft
Houghton County, MI
Unknown
n. d.
Michigan Technological University
Camera direction, south
PHOTO-#31

QUINCY MINING CO. - HISTORIC: Mine agent's house under construction
Houghton Co., MI
Unknown

n. d.
Michigan Technological University
Camera direction, west
PHOTO-#32

QUINCY MINING CO. - HISTORIC: Workers' housing in Lower Pewabic
Houghton Co., MI
Unknown
n. d.
Michigan Technological University
Camera direction, east
PHOTO-#33

QUINCY MINING CO. - HISTORIC: Quincy miners working underground
Houghton Co., MI
Unknown
n. d.
Michigan Technological University
Interior view
PHOTO-#34

QUINCY MINING CO. - HISTORIC: Quincy miners in man car
Houghton Co., MI
Unknown
n. d.
Michigan Technological University
Interior view
PHOTO-#35

QUINCY MINING CO. - HISTORIC: Quincy smelter
Ripley, Mancock, MI
Unknown
ca. 1905
Michigan Technological University
Camera direction, west
PHOTO-#36

QUINCY MINING CO. - HISTORIC: Quincy smelter
Ripley, Hancock, MI
Unknown
n. d.
Michigan Technological University
Camera direction, west

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National Park Service

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PHOTO-#37

QUINCY MINING CO. - HISTORIC: Quincy smelter
Ripley, Hancock, MI
Unknown
n. d.
Michigan Technological University
Camera direction, west
PHOTO-#38