

MINE IV

Wednesday, June 25, 2014

Mesabi Daily News • Hibbing Daily Tribune
Grand Rapids Herald Review • Chisholm Tribune Press

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Huge Savings on Remaining New 2013 Models

NEW 2013 Ford Fiesta Hatchback SE



1.6 L, 6 Speed Auto, SE Appearance Pkg., Alum. Wheels, Sirius Satellite Radio, Heated Seats, Ruby Red

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Retail Bonus Customer Cash	\$500
* Ford Credit Retail Bonus Customer Cash	\$500
Rapids Ford Discount	\$1,857

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NEW 2013 Ford Focus Hatchback ST



2.0 L Ecoboost, 6 speed manual, Dual Climate Control, My Ford Touch, Navigation, Moonroof, Tangerine Scream

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Sync & Sound Discount	\$490
Rapids Ford Discount	\$5,193

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MSRP	\$42,765
201A Equipment Group Discount	\$500
XLT Chrome Pkg. Discount	\$750
Retail Customer Cash	\$1,500
F-150 XLT Special Retail Customer Cash	\$1,500
F-150 XLT Special Retail Bonus Customer Cash	\$500
* Ford Credit Retail Bonus Customer Cash	\$1,500
** Retail Trade In Assistance Bonus Cash	\$1,500
Rapids Ford Discount	\$4,298

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NEW 2013 Ford F-150 Supercrew Lariat 4x4



3.5 L Ecoboost, 6 Speed Auto, Rear View Camera, Remote Start, Trailer Tow Pkg., Trailer Brake Controller, Tailgate Step, Chrome Step Bars, Blue Jeans Metallic

MSRP	\$47,590
Retail Customer Cash	\$1,500
* Ford Credit Retail Bonus Customer Cash	\$1,500
** Retail Trade In Assistance Bonus Cash	\$1,500
Rapids Ford Discount	\$4,136

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NEW 2013 Ford Edge AWD SEL



3.5 L, 6 Speed Auto, SEL Appearance Pkg., 20" Alum. Wheels, Leather Comfort Pkg., Rear View Camera, Ingot Silver

MSRP	\$40,055
Special Added Discount	\$620
Retail Customer Cash	\$2,000
Retail Bonus Customer Cash	\$1,000
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Rapids Ford Discount	\$3,146

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MSRP	\$54,820
Retail Customer Cash	\$4,000
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Rapids Ford Discount	\$4,779

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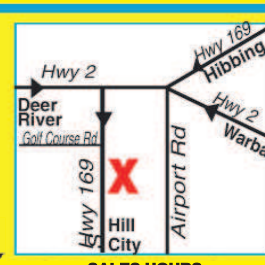
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CN ORE DOCK #6

‘It’s like one big conveyor belt from the Iron Range to the steel mills’



CN Dock manager Mark Erickson talks about the facility's operations.

MARK SAUER/MESABI DAILY NEWS

BILL HANNA
MESABI DAILY NEWS

DULUTH — The rail cars, known as ore jennies, filled with taconite pellets from the Iron Range lurch into place on the brawny Ore Dock #6 high above the M.V. Roger Blough laker.

Once perfectly lined up with the bays of the 858-foot ore boat, the bombay doors on the ore jennies are opened by an operator and the bottom falls out of the heavy-duty and hard-working carts and the pellets, embraced by gravity, quickly flow below into the M.V. Roger Blough.

How rapidly? Ten seconds for 72 gross tons of flux pellets and 78 gross tons of acid pellets per car. Gravity can be a wonderful, efficient workplace tool.

Mark Erickson never tires of watching and hearing this symphony of repetitive sound and motion that is a linchpin in the mining to rail to shipping to steelmaking process. The Canadian Northern Railway's port manager at the Duluth Dock Facility is proud to play a key role in helping move along Minnesota's iron ore resource.

And on a recent most-welcome sunny and warm day, with a pleasant breeze hinting strongly that the official start of summer was truly near, Erickson, in a simplicity of words, marveled at it all.

“It’s like one big conveyor belt from the Iron Range to the steel mills,” he said.

That conveyor belt will be working non-stop this shipping season

SEE DOCK #6, PAGE 4



The CN Dock #6 stretches into the Duluth Harbor.



A fully loaded taconite train slowly pulls into the CN Dock on a recent morning.



MARK SAUER/MESABI DAILY NEWS

About 1.5 million tons of taconite pellets are stockpiled at the CN Dock in Duluth. The long winter delayed the start of the shipping season, causing a disruption of ore from mines to steel mills.



A conveyor system brings ore from stock piles to the loading dock.

DOCK #6

FROM PAGE 3

until Jan. 13 next year, when the last ore boat will leave the port. The next season will then begin about two months after that in mid- to late-March.

But how robust will be that season early on all depends on the weather. And this year the Great Lakes were laded with a heavy load of ice that lingered well into the early shipping season in some areas.

"Mother Nature ... she can be a tough one," Erickson said.

Tough enough to have Minntac in Mountain Iron with a backload of orders and tons and tons of pellets to get shipped to the mills. And below and to the side of the ore docks a lot more pellets are stored and piled up — 965,000 gross tons from Minntac; 285,000 gross tons from United Taconite; and 32,000 gross tons of Minorca limestone.

So the reliable CN



SEE DOCK #6, PAGE 5 The Great Lakes Fleet ore boat the M.V Roger Blough takes on a full load of pellets at the CN Dock in Duluth.



Gigantic scoops are used to pick up the piled up ore.

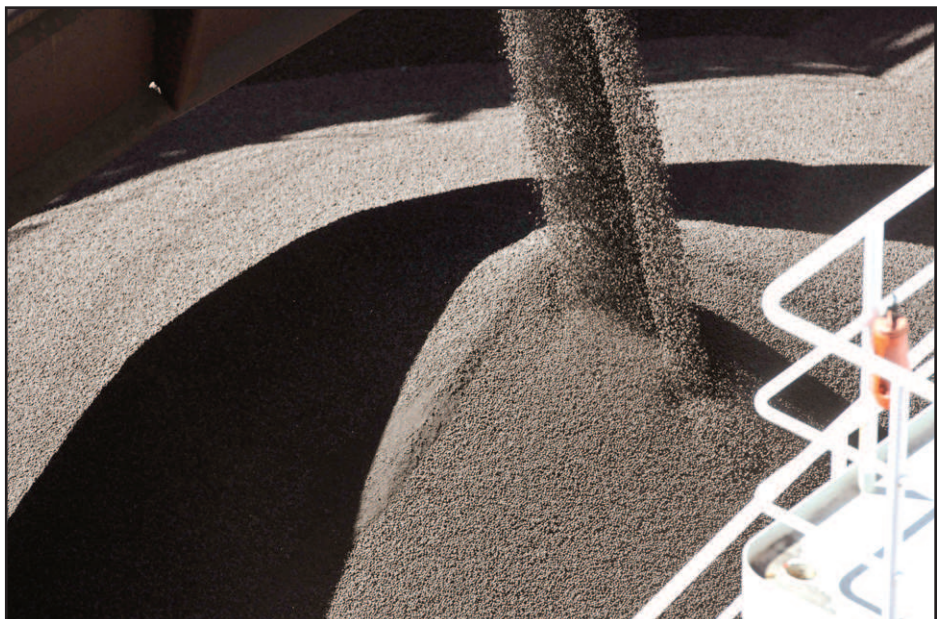


MARK SAUER/MESABI DAILY NEWS

Fresh shipments of taconite are added to stock piles.



Trains continuously bring new ore to the CN Dock as boats are filled 24/7 during the busy shipping season in Duluth.



Tons of taconite pellets are loaded into the hold of the Roger Blough.



Ore is carefully loaded into the Roger Blough to keep the ship in balance.

DOCK #6

FROM PAGE 4

Dock #6, built in 1918 and unfazed by the nearly 100 years of use and wear and tear and challenging weather, will load a steady stream of tons of pellets into the cargo hold of ore carriers on a 24-hour-a-day timetable. The lakers will then continue their week-long round-trip journeys — each one taking about a week — from the Duluth-Superior Port to the steel

mills of the Midwest.

On this day, the Roger Blough was being fed pellets from all 142 jennies of a train that had made its way from Minntac to the Proctor rail yards to be then directed to Ore Dock #6.

The ore carrier started taking on cargo at 10:20 p.m. on June 15. At 1:45 p.m. the next day, the Roger Blough had been filled with 44,470 gross tons of flux pellets — the equivalent of about 635 ore jennies. Total load time at the dock was 15

SEE DOCK #6, PAGE 6

can there be a
lifetime
away from
contacts
& glasses ?

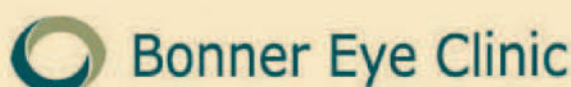
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MARK SAUER/MESABI DAILY NEWS

The Duluth Aerial Lift Bridge is pictured behind the stockpiled taconite pellets.



The 850-foot M.V. Roger Blough takes on a load of taconite at the CN Dock in Duluth. Ships will be loading 24/7 to make up lost time due to the long winter.

DOCK #6

FROM PAGE 5

hours and 25 minutes; total time at the dock was 15 hours and 25 minutes.

It left the Duluth Harbor at 1:45 p.m. for Conneaut, Ohio, and 72 to 76 hours later would arrive at the CN's Pittsburgh & Conneaut Dock at Conneaut on Lake Erie.

Another remarkable routine on Ore Dock #6 was complete.



Erickson is a walking
SEE DOCK #6, PAGE 7

CN Dock manager Mark Erickson shows off the computer system that monitors dock operations.



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DOCK #6

FROM PAGE 6

Wikipedia of rail and shipping history at the Duluth ore docks, and for good reason. His family is joined through the generations by rail ties. He proudly and without hesitation chronicles his railroad heritage.

"I started with the DM&IR (Duluth, Missabe & Iron Range Railway Co., which was bought by CN in 2004) in 1974 as a dock laborer while attending and graduating from the University of Minnesota-Duluth," he said.

He became a dock foreman in 1976; a general dock foreman in 1978 and a locomotive engineer in 1979. He would later hold other positions before taking his current job as port manager of CN's Duluth Dock & Storage Facility.

The locomotive throttle is like the family's crest. Photos of the Erickson locomotive legacy are prominent in Erickson's office.

"My grandfather, Gustav Erickson, worked as a locomotive engineer on the DM&IR from 1906 to 1958. My father, George Erickson, worked as a locomotive engineer from 1953 to 1982," Mark Erickson said.

□

Erickson is now looking to the future for the next generation of workers, many of whom he's hired at the CN Ore Docks, where he supervises 60 employees.

"What everyone does in this chain is vitally important. And these jobs help workers earn a good paycheck to support their families and communities.

"These are valuable workers ... valuable people. It's a good business and really a good life," Erickson said.



A dock worker makes his way down a line of train cars emptying tons of taconite pellets.

MARK SAUER/MESABI DAILY NEWS



A Roger Blough crewman walks along the deck of the boat while tons of taconite pellets are loaded on board.



Ore cars deliver tons of new pellets to the CN Dock in Duluth.



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WE SEE THE BIG PICTURE ON THE IRON RANGE



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GUEST COLUMN

AL HODNIK
ALLETE Chairman, President
and Chief Executive Officer

To the Region: Unite ... Align ... Endure

Magnetation, ESSAR and PolyMet provide clear evidence of the enduring nature of our natural resource based economy. Yet neither of these projects, existing mines or any others that could come, can be taken for granted. LTV standing idle 13 years later reminds us of that.

For our mining economy to continue, the region must speak up loudly, clearly and in unison for our way of life.

Red ore saw a nation and multiple Range families, including my own, through great depressions and wars while giving birth to Minnesota Power & Light.

Taconite ushered in entire new communities and work for my wife Erika's extended family, newly arriving from Slovenia in 1950.

In 2014 on the western Mesabi, old is new with Larry Lehtinen's mineral recycling and, to the east, permitting is advancing to safely produce the clean copper that renewable energy forms such as wind, solar and hydro require.

We support mining and mining supports us. Minnesota Power was forged from mining and still today our company derives 60 percent of its revenues from natural resource-based companies. We and our 1,600 employees have been industry and regional partners for nearly 110 years.

Reliable, low cost power is the single greatest contribution we can make to the regional economy. And through MP's EnergyForward strategy, we are helping to ensure that economic power supply meets modern stewardship needs, while also keeping ALLETE a great investment for

those who hold our stock.

IRRRB efforts to preserve the Douglas J. Johnson trust fund are spot on. However, preserving the mining that feeds the trust fund is even more vital. Our way of life is facing serious challenges and those who have a stake in mining must awaken, align and unite. To truly ensure the future of our mining industry, I believe we must fight apathy with engagement, create more muscle through regional cohesion and demonstrate more political courage.

More aggressive Chamber leadership and larger voices from mining district City Councils, as well as ordinary citizens showing up in mass, are the critical foundation of momentum for mining.

However, these important efforts must build into something beyond local initiatives. While there clearly are potent local forces, the entities influencing and perhaps ultimately determining our future are often far from our region in St. Paul, Washington D.C. and other places.

More than 70 years ago, policy makers realized the Iron Range needed its own agency to help safeguard the region's economic future and it created the IRRRB to perform that role. It was great to see North Dakota tap Commissioner Tony Sertich for a dialogue about how North Dakota might create a Doug Johnson-style mineral trust fund given their tremendous gas/oil expansion and the tax

revenue being generated. North Dakota looked to Minnesota in this instance to learn about ways to tackle a need.

There are lessons our region can learn from North Dakota as well, particularly around making a comprehensive effort to protect a way of life. When confronted with industry, environmental and federal challenges, North Dakota's constitutional officers, regulating agencies, research groups, and trade associations align more around broader objectives versus narrow self-interests. In this way, they increase their clout and avoid diluting their messages and impact.

In contrast, our region is far too fractured right now, and political efforts are not properly aligned relative to the broader challenges all forms of mining face. Ferrous and non-ferrous groups, union/non-union splits, Range Delegation/State Constitutional Officer misalignment, non-optimized research, and a city/school-only focus by RAMS (Range Association of Municipalities and Schools) serve to undermine effectiveness against a broad and highly organized political threat to our entire region.

Each of the key political tactics being deployed against mining; from outright opposition to federal and not state primacy on permitting and the subtle redefining of our way life, namely that mining and tourism cannot coexist, need distinct and more unified rebuttals. While some-

have accused the IRRRB (Iron Range Resources & Rehabilitation Board) of being too engaged on matters like taconite tax distribution, the agency, in my judgment, needs to be more active in achieving outcomes that support mining so that good-paying jobs exist and mining taxes are still there to distribute.

Some actions I suggest to strengthen and unify our voice are to repurpose RAMS, including hiring an executive director to help unify and align mining support efforts more broadly, make no alteration to the current producer grant program, oversee and assure that NRRI/Coleraine research is focused exclusively on industry challenges and link efforts more actively with our Congressional Delegation.

One particularly bright light of leadership against the false premise that mining jobs and a good environment cannot co-exist has been Congressman Rick Nolan, who has faced down that falsehood in a highly public and courageous way. More and not less of that style and clarity of leadership is what is needed.

We live, work and play here, and our natural resources way of life — one that not only includes mining but requires it for sustained vibrancy — can continue for 125 more years if we better align to take care of it. To that great cause, ALLETE and Minnesota Power are committed.

Al Hodnik is also a PolyMet Board Member and Chairman of the ALLETE, Inc., Compensation Committee.



- ❑ Was incorporated as a Minnesota utility company.
- ❑ Has the third-lowest average retail rates of 169 electric utilities in the U.S., according to recent statistics from the Edison Electric Institute.
- ❑ Sells 51 percent of its energy to industrial customers. Of this, 66% goes to process taconite and iron concentrate, 21% is used to manufacture paper, pulp and wood products, and 13% energizes pipelines.
- ❑ Provides electricity to nine taconite and iron concentrate facilities capable of producing 40 million tons of taconite pellets every year, with multinational owners including ArcelorMittal, U.S. Steel, Cliffs Natural Resources, Steel Dynamics and Kobe Steel.
- ❑ Energizes customers that process approximately 75 percent of the iron ore produced in the U.S.
- ❑ Is accommodating additional electric service from projects in the ferrous and non-ferrous mining and steel industries developed by Essar Steel, PolyMet Mining and Magnetation, among

others, which could require an additional 500 megawatts of energy.

- ❑ Serves energy to 16 municipalities in Minnesota and holds franchises to build and maintain electric distribution and transmission systems in 91 cities.
- ❑ Employs a total of 1,300 people, about 600 of whom are members of the International Brotherhood of Electrical Workers.
- ❑ Pays taxes of \$11.2 million per year for property north of Cotton, MN on a line from South Grand Rapids to Silver Bay and in this region employs roughly 400 people with a payroll impact of \$33 million annually.
- ❑ Owns and operates coal-fueled generating units at Boswell in Co-hasset, Laskin in Hoyt Lakes and at Taconite Harbor; a biomass plant in Grand Rapids; a wind energy facility, Taconite Ridge, in Mountain Iron; and hydroelectric generators at Winton and Prairie River.
- ❑ Owns and operates approximately 9,000 miles of transmission and

distribution lines, 172 electric substations, and within the Taconite Relief Area maintains offices in Aurora, Eveleth, Chisholm, Coleraine, and Crosby, as well as in International Falls.

- ❑ Contributes more than \$3 billion to the Minnesota economy and helps support more than 11,000 jobs.
- ❑ Pays more than \$150 million in state and local taxes, about \$48 million of which supports schools.
- ❑ Could generate an additional \$4.3 billion in economic impact and create 14,200 new jobs, not including construction, if projects in development move ahead as planned.
- ❑ The Duluth Complex contains one of the largest non-ferrous ore bodies in the world that PolyMet, Twin Metals and others are thoughtfully permitting.

** Source: Minnesota Power*

MINE IV

Clean Energy

and the copper connection

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We support mining because mining supports us.



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Whiteside Equipment

Thriving on dedication to customers

TONY POTTER
HIBBING DAILY TRIBUNE

HIBBING — Bill Whiteside believes the key to a successful business and economy is for companies to take interest in what customers do and work with them as a partnership to assist them in achieving their goals.

"Their goals are our goals," said Whiteside, owner of Whiteside Equipment in Hibbing. "We work for them as if they're the boss."

The equipment rental business strives to provide customers with the equipment and service they need in order to work at a high-level of efficiency while remaining safe. The addition of easy entrance and exit and increased visibility are just a pair of the safety features of the JCB skid-steer that Whiteside Equipment rents out to customers, he explained.

After more than 10 years in the equipment rental business, Whiteside said he has forged strong, long-term partnerships with many customers due to the quality of his products.

He noted that the products he chooses to offer stem from the familiarity of the construction and mining businesses he has built up since he was child.

"As a young man in Ely, I admired the architecture of some businesses and thought, 'I'd enjoy doing that,'" he said, noting his father also worked in construction. "In third grade, the Weekly Reader had an article on how to build the Trans-America pipeline in Alaska to try to bring the oil down. At that point I said, 'I will work on that some day.' And I did after college — so it started there."

Whiteside spent more than 30 years working in construction, the majority of that time spent in Alaska, where he also served on the Resource Development Committee. Upon retirement, he decided to move back to Northern Minnesota and start an equipment rental business.

"A guy on the committee worked in the



TONY POTTER/HIBBING DAILY TRIBUNE

Bill Whiteside, of Whiteside Equipment, showcases the JCB skid-steer his company rents to contractors and local mining companies while noting how this piece of equipment provides safe entrance and exit and high visibility for operators.

equipment rental business and it really caught my eye," he said. "And I didn't like being retired. I wanted to be productive, so I decided to give it a shot."

What started as a hobby soon became a big investment.

"We have invested millions, a good modest amount into the organization," Whiteside estimated, noting the company serves Northeastern Minnesota and occasionally Wisconsin.

Whiteside Equipment provides a wide-variety of equipment and services for contractors and the mines, including: air compressors, booms, buckets, compactor rollers, concrete dumpers, cranes, excavators, generators, ground thawing and delivery. The company is also in the busi-

ness of selling some new and used equipment.

The majority of equipment rented, whether it be by contractors or mine operators, is often used for work in the mines, Whiteside said, adding that mining is a personal investment of his.

"I feel it is extremely important to society," he said. "It provides a means for people to live a healthy and more comfortable life. It allows them to get a good education, transportation and communication. Due to that, I strongly support mining on a personal and professional level, and feel that we're blessed to have such quality personnel working in the mining industry in Northern Minnesota."

Whiteside said a goal

of his is to have an even stronger relationship with the local mining industry.

"I would like to become more involved with more of the mines to provide us with the strength to provide even more services for the area," he said. "We are a local business based on the Iron Range. All of our competitors are much bigger than us, either national or multi-state. But we have a strong familiarity with our products and the willingness to work with customers to provide them with what they need to get the job done — whether that's logistics, equipment or even providing an approach to a problem."

Having the opportunity to provide customers with advice is reward-

ing, Whiteside said.

"They ask, 'what should I do here?' or 'what would you do?'" he said. "They rely on us to provide personal knowledge to help them with their job, and we're glad to do it. I take pleasure in being able to help people ... it makes me feel productive."

And that dedication has resulted in Whiteside Equipment building up a long list of very loyal customers.

"The most important thing is integrity of both the customer and business," he said. "I take that to heart."

And the company's dedication to its customers does not stop with its long-time clients.

"We have a large inventory and are based on the Iron Range to provide the best service

to the entire region," Whiteside said. "I feel that both myself and my customers have the same long-term goals of building a healthy economy on the Iron Range. And from there, I wish to grow from this base and serve a wider area over time."

And at the end of the day, he said the most rewarding part of the job is the people he works with.

"Not only our people, but the customers too," he said. "It's truly a privilege to work with who we work with on a day-to-day basis. To get to associate with outstanding people provides the satisfaction that keeps me going in this business."

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GUEST COLUMN

GARY HALVERSON

Cliffs Natural Resources

President and CEO

Securing our Future

It has been more than six months since I joined Cliffs Natural Resources Inc., and that time has been marked with many changes for this company.

Cliffs' senior leadership team has been realigned, we have begun the process of becoming a leaner more nimble organization and several other strategic business decisions have recently been implemented.

Since joining Cliffs late last year, I have visited all of our global mining properties, and met many of the talented people running our operations. It's important to point out that the vast majority of Cliffs' operations are running quite well.

With a record of 167 years of mining, and specifically our long-term mining presence here in Minnesota, Cliffs has strong operations with United Taconite, Northshore Mining and our partnership facility, Hibbing Taconite.

We attribute a good portion of that success to the support we have received for decades from the surrounding communities.

Earlier this year I met many of our

supporters during Cliffs' annual community breakfast. That opportunity gave me an even greater appreciation for the people of Northeastern Minnesota who are crucial to our success.

Cliffs serves steel producers in the U.S., China and Japan steel markets.

In 2014, we expect the U.S. domestic steel industry will see an improving overall steel market and expect moderate growth. The market is projected to experience a four percent increase in steel demand, at 110 million net tons, and a projected 4.1 percent increase in shipments reaching 100 million net tons by year end.

In the auto market, actual 2013 light vehicle production increased 4.5 percent over 2012, while forecasts for production in 2014 are upwards of 16.6 million units — and could go higher based on the strong finish in production at the end of 2013.

The construction sector is projected to experience steady but modest growth in 2014. Total construction spending should increase by 6 to 8 percent, with growth projections of 16 to 21 percent in the retail, office

and hotel markets.

While the economic outlook for both China and the U.S. appears relatively positive, there are multiple external factors that will cause price volatility within our industry. As these factors are mainly out of our control, it is up to us to manage what we can control in our business. We have to manage our business and plan for unpredictability and down cycles to maintain the financial stability of the company.

Our strategy is to prioritize operational focus by getting back to the basis of our business. That means reduced, prudent capital allocation, company-wide financial discipline and an overall leaner organizational structure.

As I mentioned, we have implemented a new senior management realignment that has a direct reporting line to me where we will focus on day-to-day business decisions to improve productivity and reduce costs. This has resulted in the consolidation of business groups to three (United States Iron Ore, North American Coal

and Seaborne Iron Ore) and also eliminated layers in our organization. I believe this structure will enhance the speed and quality of our decision making and drive accountability to all levels within the organization. Additionally, we will continue to streamline the business' support functions and ensure our resources are aligned closely to the mines, where the true value in our business is generated.

The full year costs for 2013 in both Asia Pacific iron ore and North American coal decreased significantly and our U.S. iron ore costs remained relatively flat. All of this has been a great start, but it is not enough. We must be more aggressive in cutting costs, especially in the current volatile pricing environment.

To-date in 2014, the first-quarter's winter weather in North America was some of the worst conditions we have experienced in 30 years. Despite this, we are maintaining our full-year 2014 sales and production volume guidance, as well as our cash-cost outlook in all of our North American business.

SEE FUTURE, PAGE 12



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MARK SAUER/MESABI DAILY NEWS

A shovel digs massive amounts of taconite out of a cliff wall at the Hibtac Mine in Hibbing.

FUTURE

FROM PAGE 11

segments. Our focus on disciplined capital allocation and cost reductions has significantly improved our liquidity and financial position year over year.

If we put safety first, and continue to evolve our business to focus more on the day-to-day operations of our mines, I believe Cliffs can be successful well into the future. But we cannot consider ourselves successful unless

the work we do is implemented without injury to our employees.

Although we made progress on our safety metrics after a challenging start in 2013, we are a long way from where I would like to see our safety performance. The injuries that have occurred could have been prevented, so I have asked our mine operations to continue their focus on safety interactions and to take the time to identify hazards in the work environment and while preparing for projects. It is my firm belief that all injuries are preventable. We continue to move

forward with our focus on the “Road to Zero” safety goal.

To maintain our social license to operate, we rely heavily on continued support from our surrounding communities and all of our stakeholders. Whether we are providing financial contributions, managing our environmental stewardship or engaging with legislators, community leaders or regulators, we believe these are all elements that contribute to a sustainable business model. We are fortunate to have community partners along the way.

Thank you for supporting Cliffs Natural Resources Inc. We look forward to securing a successful future together.

□

Gary Halverson has served as the Chief Operating Officer of Cliffs Natural Resources Inc. since Nov. 18, 2013. He was president of North America Business Unit at Barrick Gold Corp. beginning on Nov. 16, 2011, and then served as its COO until October 2013. He has 30 years of international mining and management experience.

Iron Range

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WOMEN OF STEEL



MARK SAUER/MESABI DAILY NEWS

Arcelor Mittal control room operator Tammy Renzaglia poses on the job at the Minorca Mine. She is chairwoman of its Women of Steel Local 6115 committee.

Community-minded group

‘I am in amazement of what our small group has accomplished’

ANGIE RIEBE
MESABI DAILY NEWS

VIRGINIA — When Tammy Renzaglia began working at the Arcelor Mittal Minorca Mine near Virginia 20 years ago, there were about 15 women in the operation's workforce.

Today, 28 of about 300 hourly employees are female. Each one of them is a part of the Women of Steel.

As members of the United Steelworkers union, all female USW members belong to WOS, regardless of their union position or the industry or service in which they work.

Since USW's inception, there has been female activism within the union, and its Women of Steel was born out of empowerment for the union sisterhood — particularly because in many of USW's workplaces, women are in the minority.

In the mid-1980s, the phrase “Women of Steel” first symbolized for females their identity within the union, according to the United Steelworkers of America.

At the 26th USWA Constitutional Convention in 1992, the first Women of Steel resolution was introduced. It stated: “Our message must be clear to all our members; women are first-class citizens in the union and in the labor movement as well as in the workforce and society in general. Gender equality is an union issue — it is a source of our strength and solidarity.”

But today, WOS is about so much more.

Take, for example, the Arcelor Mittal WOS Local 6115. It is a community-minded group of individuals, said Renzaglia, chairwoman of its nine-member committee, which includes two men from the Minorca Mine.

While its goal remains to support the union and empower women, “our group truly likes to do community and kids’ activities,” she said.

According to USW, WOS committees take on various activities that are geared toward raising awareness of working women's issues, increasing female activism in their union and expanding union visibility into the community where they work and live.

And WOS 6115 has accomplished much during the past five years since a handful of individuals got together to make the group more visible in the community.

“Four of us met and decided to have one activity, and then more got on board,” said Renzaglia, control room operator at the mine.

WOS 6115 now hosts several community activities and has raised and donated more than \$51,000 during the past five years to support area cancer patients.



SUBMITTED

Participants of the United Steelworkers Women of Steel's annual run/walk pose at Olcott Park in Virginia. WOS Local 6115 hosts the fundraiser, which collects funds to support area cancer patients.

are distributed to Care Partners, based in Virginia, and the HOPE (Hibbing Oncology Patient Emergency) Fund, which both provide assistance with expenses for patients and families affected by cancer.

The third annual Bowl for the Cure was held in March and included about 40 teams.

The fifth annual walk/run — sponsored by USW and WOS and hosted by Local 6115 — will be held Sept. 13. The “staple event” will

include raffles, music and games, such as a bean bag tournament, Renzaglia said. Last year, 52 volunteers assisted. Between the two events, \$15,160 was raised in 2013, she said. Additionally, WOS 6115 will again have a float in the Gilbert Third of July parade to promote union support.

And the group hosts both Halloween and Christmas parties for children. Last year, 120 children

SEE WOS, PAGE 14

WOS

FROM PAGE 13

and grandchildren attended the October party, and 52 children attended the December event, where youngsters made crafts to take home, enjoyed treats and were visited by Santa.

"I am in amazement of what our small group has accomplished," Renzaglia said about all that WOS 6115 achieved in 2013. "Each individual has different talents to help our group whether it's baking, collecting donations, decorating, working events or just attending meetings that contribute to our success. Without each giving up their personal time and their commitment to our cause we could never have been so successful, and I am thankful for each of them."

WOS 6115 does politically endorse candidates and shows "union support" in various ways — from participating in the Gilbert parade to "pushing to buy local and stay local." But overall, "we are here for the community in the stuff we are doing," Renzaglia said. "I love how our group runs 100 percent majority rules in everything we do. It's a great group, and I'm proud to be the head of a very caring group of individuals who take so much time out of their lives to help others," she said.



Racers prepare for the United Steelworkers Women of Steel's yearly fundraising run/walk in the park in Virginia.

SUBMITTED



Pictured are members of the Women of Steel Local 6115, Arcelor Mittal, committee. The community-minded group hosts several fundraising and children's events throughout the year.



Pictured are participants of the United Steelworkers Women of Steel Local 6115, Arcelor Mittal, Bowl for Cure. The annual event raises money to assist area cancer patients.



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Scientists canoe in the former mine properties, now known as "Ironworld Lake Pit," to get a close-up view of unusual geologic features that formed at three major time periods in earth history. Participants had a chance to paddle around in a place that normally would be quite off limits.

KELLY GRINSTEINER
HIBBING DAILY TRIBUNE

MINE VIEW FROM A CANOE

KELLY GRINSTEINER
HIBBING DAILY TRIBUNE

CHISHOLM — Mark Jirsa recently was reminded that the old expression "even a bad day in the field beats a good day in the office" is true. "Or in the conference center, in this case," he said about paddling a canoe in former mine properties, now known as Ironworld Lake Pit. "And this was a good day in the field."

Jirsa, of the Minnesota Geological Survey, University of Minnesota and executive board member with the Institute on Lake Superior Geology, along with just more than a dozen other scientists spent an afternoon getting a unique duck's-eye view of

the geology at "Ironworld Pit Lake" in Chisholm, a few miles north of Hibbing.

The pit venture was one of nine trips offered during the The Institute on Lake Superior Geology's (ILSG) four-day annual meeting and field conference held at the Hibbing Park Hotel in mid-May.

"Each field trip focused on exploring different aspects of the geology on and near the Mesabi Iron Range," said Jirsa.

The ILSG is a 600-member organization composed of geologists with academic, mining and exploration industry, and governmental backgrounds.

"About 250 of us meet annually at

various localities around Lake Superior or on both sides of the U.S./Canadian border to present recent research on the geology of the region," said Jirsa. "Geology students make up a large portion of our group, and the Institute awards various grants to support both student research and attendance at the annual meetings."

Scientists from as far away as Australia to as local as Hibbing attend the annual meeting and field trips, he added.

The highlights of the conference are field trips to areas of geologic interest in the region.

"Nearly all aspects of the science of geology relate to field studies," he said. "Thus, each trip is designed to

both inform fellow scientists and get insights from them, about the geology, ongoing work, mining or research that exists for the topic area."

In this way, the field trips benefit both visitors and the local field trip leaders.

"Obviously, the Mesabi Iron Range is the attraction this year," said Jirsa. "Though we also have trips exploring the geology of Lake Vermilion State Park and copper-nickel mining projects, and to sites that explain the glacial, mining and cultural history of the area."

With paddle in hand, a camera in his pocket and a life jacket on, Jirsa led the group across the crystal clear,

SEE CANOE, PAGE 16



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A view of a pit wall of oxidized folds and fault structures that were likely genetically related to the formation of natural ores by oxidation and leaching of various layers of Biwabik Iron Formation. In geologist jargon, the thick sections of this strata exposed along the pit walls perhaps includes parts of the Lower slaty, Upper Cherty and Upper Slaty members depending on water level.



KELLY GRINSTEINER/HIBBING DAILY TRIBUNE
Scientists who were canoeing in the former mine properties collect samples of rock.

CANOE

FROM PAGE 15

ocean-like waters of the Ironworld Lake Pit.

The lake occupies the abandoned footprints of as many as 15 separate natural (hematite-goethite) ore mine properties. These include the Pillsbury (operating years 1898-1969), Glen (1902-1957), Leonard-Burt (1909-1974), Leonard (1903-1974), Clark (1900-1925), Monroe-Tener (1905-1981), South Tener (1928-1981), Bruce Annex (1929-1937), Dunwoody (1917-1977), Douglas (1942-1977), Neville R. (1947-78), Duncan (1914-1970), Pillsbury-Brown (1951-1978), Chisholm (1901-1967) and Godfrey (1926-1963) mines. The ores were extracted from this area utilizing first underground mining, followed by open-pit methods.

On the water, the scientists paddled to get a close-up view of unusual geologic features that formed at three major time periods in earth history: the formation of iron ore in oceanic settings at about 1.9 billion years

ago; the deposition in ancient stream channels of gravel (now Cretaceous conglomerate) at about 90 million years ago; and the deposition of sediment (sand, clay and rocks) by mile-thick glaciers about 12,000 years ago.

"The most unique geologic feature in this mine is the layer of conglomerate that is sandwiched between glacial sediments," said Jirsa. "It was dragged by the glacier from its original position lying atop the iron-formation up onto the glacial sediment, and then covered with more sediment during subsequent glacial events."

He'd point out sites of interest along the mine pit walls and field questions from participants. They'd toss theories back and forth in a jargon that was pure Greek to a layman. They paddled, picked rock and breathed in the pit's essence.

The trip went "great," said Jirsa, adding that all escaped without hypothermia. He went on to explain that a prime directive on any trip is that all participants survive, or at least come away relatively unscathed.

"The weather cooperated after days of rain and cold, the geologic features

were just as spectacular as I recall from my field work there in about 2006, and participants had a chance to paddle around in a place that normally would be quite off limits," he added. " ... Everybody I spoke with really enjoyed it — some for the geology, some for the scenery, some for the paddling, some for the rock samples."

Participants were provided with maps and background information prior to the trip. Jirsa explained that the rationale for the work by the Minnesota Department of Natural Resources (DNR) Division of Lands and Minerals and for mapping by the Minnesota Geological Survey was all about water.

"Our mission in the central Iron Range was to understand how ground and surface waters move, or don't, from place to place. Obviously underground mine workings play a large role in this, but natural fracturing and the characteristics of glacial sediments also contribute," he said. "The primary issues are related to infrastructure development during and after mining. Put simplistically, where will the

shorelines be, and what can be done during mining to create viable future land and waterscapes?"

The fact that ore was mined underground might surprise some — even those who live on the Range.

"And the amount and size of the underground mining network at the 'Ironworld pit' was remarkable," he said. "The DNR has done a fabulous job resurrecting and digitizing the records of underground mining on the Range."

Jirsa said the trip wouldn't have been possible without the assistance of Dan Jordan of the Iron Range Resources & Rehabilitation Board (IRRRB) and employees who provided liability documents and coordinated the road work necessary to get a truck-load of canoes and a bus-load of geologists to the water's edge.

"This was no trivial task," he added.

He also thanked Spring Creek Outfitters of Mountain Iron for gathering and delivering enough canoes and gear to get participants on the water, and having their people accompany participants on the canoe trip as a safety precaution.



HIBBING TACONITE GOING PINK TO SUPPORT BREAST CANCER AWARENESS

To support breast cancer awareness and screening, Hibbing Taconite is going **PINK**. Hibbing Taconite will be adding a **PINK** truck box to it's haul fleet later this summer. This truck box will be a reminder to our employees, visitors and the community about the importance of breast cancer awareness and screening.

About 1 in 8 women will develop breast cancer over the course of her lifetime.

Each year in the U.S. approximately 300,000 new breast cancers are diagnosed.

Each year approximately 40,000 deaths are attributed to breast cancer.

Those and other cancers can be successfully treated if diagnosed early.

Hibbing Taconite wants to provide a **THINK PINK** reminder that cancer awareness is an important part of a healthy life plan.

Watch for additional details as we get ready to **THINK PINK** and add a **THINK PINK** reminder for our community about the importance of breast cancer awareness.

Look for **THINK PINK** at the Hibbing Jubilee Parade.



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SO, WHAT'S HAPPENING WITH MINING ON RANGE? LOTS OF PRODUCTION AND PLANNING

There's a lot of activity going on at all Iron Range taconite plants, the innovative Magnetation business that is producing concentrate from iron ore waste going back 100 years and at companies currently in development for copper/nickel/precious metals ventures.

Here we take a snapshot look in a roundup of mining on the Iron Range. This feature will be a regular page of all future MINE editions.

ESSAR STEEL MINNESOTA:

The past year for Essar Steel Minnesota has been a slow moving machine as the company works toward the development of a new facility outside of Nashwalk. In July, 2013, the Hibbing Daily Tribune featured an article on the benefits of the location on the west end of the Iron Range, including what advantages such a project would have for the mining industry in northern Minnesota. At the time, the facility was slated to be open by June 2014.

A couple weeks later, it was announced that the Essar Steel plant opening would be delayed, though it would still be operational in the second half of 2014, and that pellets would be out for distribution by early 2015.

In May 2014, Essar closed on \$450 million in bond sales for the Nashwalk plant, and is still currently processing the bond paperwork and ensuring the conditions of the bonds are met. A timeline for operations won't be made public until the bond sales are fully processed.

TWIN METALS:

- Twin Metals Minnesota (TMM) is pursuing the development and operation of an underground mining project in northeastern Minnesota, seeking to recover copper, nickel, gold, silver, and platinum and palladium (PGM) mineral resources.

- TMM is focusing its efforts on the potential mining of the Maturi and Maturi SW mineral deposits, located

approximately 15 miles to the southeast of Ely, and 10 miles to the northeast of Babbitt. The Maturi and Maturi SW deposits are located within the Duluth Complex, one of the largest untapped sources of copper, nickel and PGM resources in the world.

- TMM is nearing completion of its Prefeasibility Study (PFS), an internal effort focused on refining mineral resource estimates, narrowing options for underground mine development and potential future mine operations, and selecting a "preferred option" to move forward for further detailed study and design. Completion of the PFS is an important milestone in eventually proposing a detailed "Mine Plan of Operations" to state and federal regulatory agencies for environmental review and permitting.

- TMM currently has approximately 40 employees with offices in Ely and St. Paul.

- To date, TMM has invested more than \$250 million in exploration and project development activities,

supporting more than 100 direct, consultant and contractor jobs within Minnesota.

- TMM is a joint venture company, 60 percent owned by Duluth Metals Ltd. and 40 percent by Antofagasta PLC.

- TMM received Finance and Commerce's 2012 Progress Minnesota award, which recognizes companies that are driving business growth and development in Minnesota in unique and innovative ways.

POLYMET:

Q. Thoughts on the SDEIS process still in comment review; total number of comments and when they are expected to be finished?

A. The Department of Natural Resources and co-lead agencies are sorting through the approximately 55,000 comments they received during the 90-day public comment period and is beginning to address them. While they have not yet provided a timeline

SEE MINING, PAGE 18

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MINING

FROM PAGE 17

for completion of the EIS, PolyMet anticipates the document will be finalized by the end of this year. According to PolyMet: "We expect the DNR to provide a schedule for finalization of the EIS sometime this summer. The good news is that there does not appear to be any surprises or new information in the comments that would require additional work on our part that would lead to delays. We're doing everything we can to support the process and keep it moving forward."

Q. What is PolyMet doing as far as getting prepared for going operational?

A. In addition to supporting the finalization of the EIS, PolyMet Mining is talking with financial institutions in preparation for obtaining the capital that will be needed to build the mine and processing facilities. "We're also conducting pre-engineering work so we're ready to start building as soon as we have permits in hand. The plans for how we're going to manage that capital, order and schedule materials, hire and manage contractors and attend to all the details that are associated with building a project of this size and complexity are all in the works right now."

Q. Update on timelines and whether they've changed.

A. "It's difficult to provide a timeline because we do not control the schedule for when the environmental review will be completed," according to PolyMet. "But we believe the environmental review will be completed by the end of this year and permitting finished by mid-year 2015. We would then begin construction, which is expected to be about 15 months. We continue to make good and steady progress."

Q. Total investment at this point and how much for environmental review.

A. As of April 30, 2014 PolyMet had spent a total of \$67 million on costs associated with environmental review and permitting out of a total of \$205 million since 2006.

Q. Any additional comments regarding employees and hiring.

SUBMITTED

Cliffs Natural Resources was awarded the Pro Patria Award from the Employer Support of the Guard and Reserve.

A. "We are humbled by the numerous applications and resumes we've received from men and women who want to work at PolyMet. We're doing everything we can to get to a point where we can start hiring them, unfortunately, that's still many months off as we work through finalization of the EIS and then permitting. We are keeping all the applications on file and look forward to the day when we can start putting people to work."

Q. General comments.

A. "This continues to be a great project that will bring economic benefit to the region by producing essential metal we all use every day all while meeting Minnesota's strict environmental standards. We are very grateful for all the support we have received as we work our way through the environmental review and permitting process."

CLIFFS NATURAL RESOURCES:

The company does not provide specific production numbers on its plants on the Iron Range.

However, spokeswoman Jennifer Huetter said Northshore Mining, United Taconite and Hibbing Taconite are all on schedule for the year.

Northshore received the Cliffs President's Safety Award for its 2013

performance. "Safety is the number one core value at Cliffs, so to receive recognition for safety performance is reflective of the commitment put forth by Northshore employees," Huetter said in an email.

Julie Lucas, environmental manager at Hibbing Taconite, received SME's Minerals Education Coalition Leadership Award.

Julie Varichak, senior mine engineer for Cliffs North American Iron Ore, received the Hibbing Area Chamber of Commerce's Range Young Professional Award.

And Cliffs Natural Resources was awarded the Pro Patria Award from the Employer Support of the Guard and Reserve.

□

MESABI NUGGET:

• Steel Dynamics Inc., is the majority owner (81 percent) of Mesabi Nugget.

• First product produced in January of 2010.

• Employs new technology and is the only facility in the world that manufactures iron nuggets.

• Uses Mining Resources concentrate to produce high purity, metallic iron nuggets that are perfectly suited for use in an Electric Arc Furnace (EAF) — ushering in a "New Age of Iron for Minnesota's Iron Range."

• Reclaiming previ-

ously abandoned natural ore tailings to produce concentrate for use in a value-added iron product that services the growing part of the steel industry — the Electric Arc Furnace segment of the industry.

• The EAF segment for the steel industry comprises nearly two-thirds of the U.S. steel industry. Mesabi Nugget is the only Iron Range company that can supply that steel-making segment.

• Plant availability and production rates continue to improve — 2010: 75,000 metric tons; 2011: 156,000 metric tons; 2012: 178,000 metric tons; 2013: 214,000 metric tons.

• Current focus is to improve the overall cost structure by reducing raw material consumption rates and improving product yield.

• Recently completed a maintenance outage to make further investments in the facility and to allow for further cost-reduction activities.

• More than 130 current full-time employees.

• This past March, Mesabi Nugget received a Certificate of Commendation from the Minnesota Pollution Control Agency for the performance of the wastewater treatment facility recognizing its efforts to help protect and preserve the waters of Minnesota.

• Employees at Mesabi Nugget and Mining Resources and their parent company, Steel Dynamics, have been significant contributors to the United Way of Northeastern Minnesota. Employees contributed more than \$62,000 in 2013; the companies matched their generosity, resulting in a total contribution just shy of \$125,000.

• Strong donations/contributor to the United Way's Arctic Splash event last March. Mesabi Nugget and Mining Re-

sources were the top two donation contributors.

• Mesabi Nugget is hiring, currently seeking entry level operators, electricians, mechanical engineers, and warehouse clerks. Visit www.mesabinuggetmn.com to submit a resumé.

□

KEETAC:

Production at Keewatin Taconite is progressing as would be expected at this time of year, according to Courtney A. Boone, manager of media relations for United States Steel Corporation.

Specific numbers of how far into this year's production aren't available, as U.S. Steel only provides annual numbers.

There are currently no new projects underway at Keetac nor has U.S. Steel announced any new projects, said Boone.

While Keetac has earned safety awards in past years, the facility and its employees have not received any this year, she said.

Keetac was awarded the Sentinels of Safety Award in 2013 by the National Mining Association (NMA) for achieving outstanding safety performance.

It was also recognized in the large open pit category for its 2012 safety record and received an internal award, the Chief Executive Officer's Safety Award, in 2013 in recognition of its safety record.

□

MAGNETATION:

During the last year, both major and minor strides have been made by Magnetation as the company progresses in taconite reprocessing on the Iron Range.

Using magnetic separation technology, Magnetation has created a new business that captures the iron ore particles from the waste of previous mining op-

erations.

In September 2013, a partnership was formed with the Itasca Gun Club so that Magnetation could begin work on Plant 4 in Coleraine. The gun club received a \$10,000 donation from Magnetation President Matt Lehtinen to assist in its relocation.

Besides displacing the Itasca Gun Club, the location of Plant 4 is also over a small portion of the Mesabi Trail. At its own expense, the mining company is having the trail rerouted to keep it usable.

In a letter to the editor that ran in the Grand Rapids Herald-Review on Sunday, Dec. 29, 2013, representatives of Get Fit Itasca commended Magnetation for its effort to maintain the Mesabi Trail to preserve recreation in the area.

The building of Plant 4, for which ground was broken in May, will employ as many as 500 workers during peak construction season during the summer. Overlooking the Canisteo Pit, the plant, otherwise known as Mag 4, will take advantage of the leftover ore from nearly two dozen mines that were in operation at the pit.

Reynolds Ind., will be the location of Magnetation's iron ore pellet plant. Grand Rapids-based Northern Industrial Erectors (NIE) was awarded the job of erecting the steel for the new plant, whose site was chosen based on regulation expediency and proximity to AK Steel blast furnaces in Ohio and Kentucky.

And in community connection news, President Matt Lehtinen won the 2014 Dancing With Our Stars dance competition at the Reif Center in Grand Rapids with Reif Dance Co. member Katja Piscitelli.

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GUEST COLUMN

DOUG JOHNSON

Former State Legislator

Mining has always provided opportunity

My blood boils when I see unfounded opposition to taconite mining or the opportunity for a new needed industry, copper/nickel mining.

As the son of an immigrant, I see mining as an opportunity for families, just as was the case for ours, which means more students in our school and stronger communities.

I also know from experience that mining can be cyclical, but that is not unique to mining.

National recessions have also caused downturns in our wood products industry and weather affects tourism. There is even a reported drop in the number of young people paddling in the BWCAW, as they have more exciting things to do with their electronic devices. Tourism is good, but it doesn't sustain an economy.

I was born and raised in Cook, where there is no mining.

My dad, born of Swedish immigrants, was a logger and later a truck driver. My mother was an immigrant from Cornwall, England. She, her mother, and siblings followed grandpa from England to work in the mines near Eveleth for a better life.

Mining on the Iron Range was their passport out of poverty.

My life story is no different than other immigrant families who came from Europe to the Iron Range for a better life. We know that mining, logging, and tourism can co-exist, but we need diversity in our economy as



Former state Sen. Doug Johnson's mother, Irene, is photographed while still living in England. She immigrated by ship to the United States at age 17 with family to join her father in Leonidas. The house they lived in is still standing, just down the street from former state Rep. Joe Begich of Eveleth.

well.

The people of the Iron Range blessed me by electing me as Cook's mayor for five years and 32 years in the Legislature.

During that time, national recessions



SUBMITTED

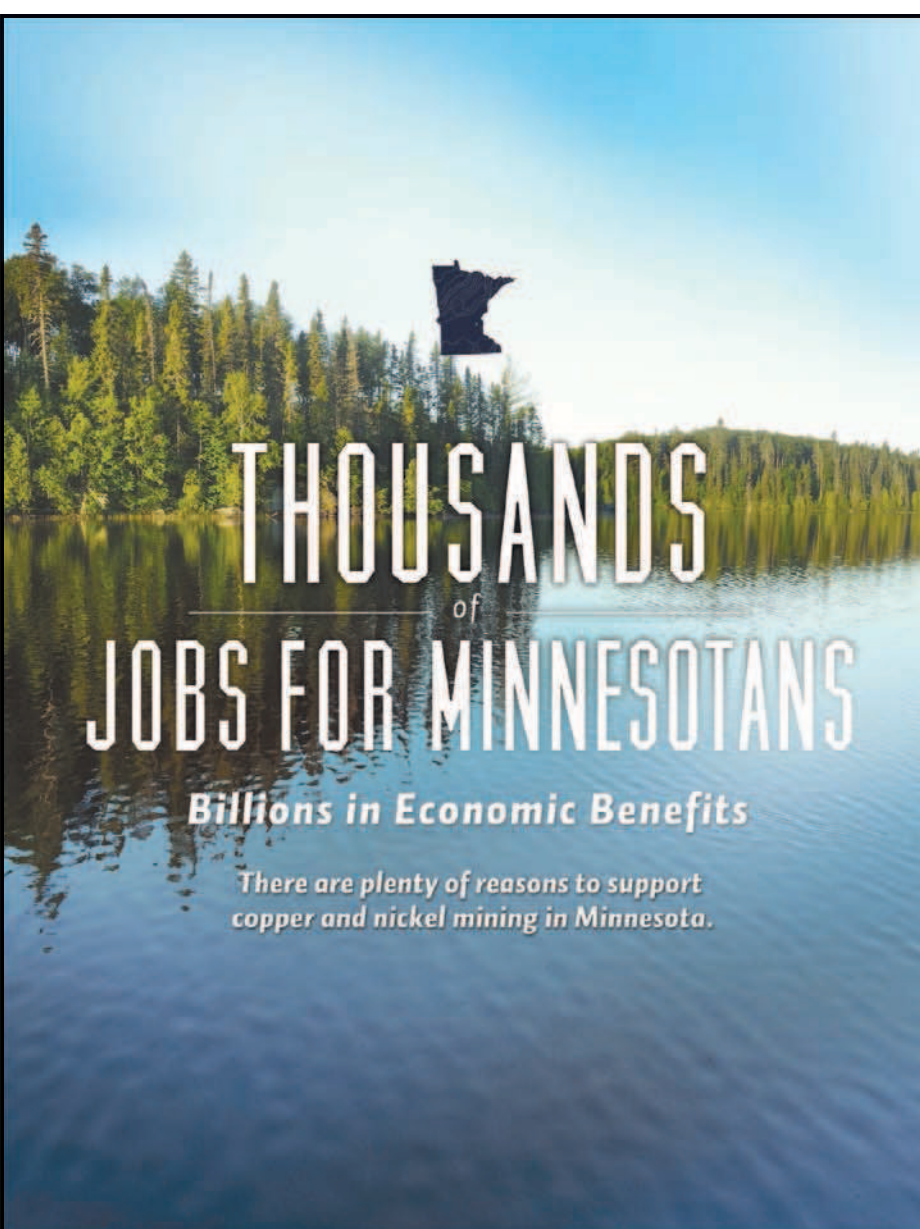
Part of the family legacy of former state Sen. Doug Johnson of Tower. From left, is Aunt Bold, who married Joe Beloy of Aurora, who retired from LTV Steel. Grandmother Elisabeth Nicholls, who with family joined Grandpa William Nicholls in Leonidas; he worked in the underground mines. Uncle John Nicholls, who married Ruth Clark of Virginia; he retired from U.S. Steel. His mother, Irene Johnson, who married a Swedish logger from Cook. She and Blod cleaned houses for mining families in Eveleth after arriving from England.

caused tough times for the natural resources industries on the Iron Range. However, the good times outnumbered the bad times.

I will continue my fight for more mining jobs so other families can

have the opportunities I had.

Doug Johnson, who resigned from the Legislature in 2002, remains heavily involved in economic development on the Iron Range.



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Duluth Seaway Port Authority hub of transportation activity



Duluth Seaway Port Authority Executive Director Vanta Coda II poses at the Duluth Harbor.

MARK SAUER/MESABI DAILY NEWS

BILL HANNA
MESABI DAILY NEWS

DULUTH — The Duluth-Superior Port is a 24/7/365 transportation hub. There are a lot of trains and trucks and big ships in and out of the port each day, all day long.

And that's right in the wheelhouse of Vanta Coda II.

"I've been in transportation for 20 years. There are few places like this city and port and region that have the connectivity we do," said the Duluth Seaway Port Authority executive director during a recent interview.

The Port Authority's headquarters is situated right where it should be — smack in the middle of all the modes of transportation that service the harbor.

To the right of the building, Canadian National Railway ore docks load lakers with Iron Range taconite pellets hauled and deposited by rail cars. Within walking distance ships with



PHOTO PROVIDED BY ROBERT WELTON/DULUTH SEAWAY PORT AUTHORITY

The Canadian Laker CSL Assiniboine and the Lee A. Tregurtha are side by side in the Duluth port.

deep hulls and a gluttonous appetite for heavy cargo are weighted down and readied to traverse the Great Lakes. And in surrounding businesses, immense trucks maneuver hauling freight.

It's all just one big Tonka Toy setting scaled to real life. And that provides

the motion and noise that Coda said makes the Port Authority job special and such a good fit for him.

"It's a unique place with all the moving parts of the fabric of the country," Coda said.

□

Born in Chicago, Coda always

found himself interested in the transportation that moves commerce and connects the country. That led him to a private sector career in multi-modal transportation and logistics including in the fields of marketing and sales, pricing and financial analysis.

SEE PORT, PAGE 21



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PHOTO PROVIDED BY ROBERT WELTON/DULUTH SEAWAY PORT AUTHORITY

The saltie Atlanticborg departs under the Duluth Lift Bridge with a load of wind turbine blades.

PORT

FROM PAGE 20

He has worked with customers in the commodity groups, including coal, aggregate, chemicals, petroleum, steel, wind generation and heavy-lift products. His experience deals with the moving of products via inland waterways and oceans and by rail and truck across North America.

Coda began his career in Chicago in 1993 with the Illinois Central Railroad and became director of marketing and sales following a merger with Canadian National Railway.

He was then hired by the Westlake Group of Companies in 2000. In 2005, he became director of regional sales for the Gulf for American Commercial Lines and later served as director of fuel transportation for Dynegy Inc., in Houston. Most recently, he was director of global logistics for Nabors Industries in Houston. He assumed the Duluth Port Authority position on Oct. 1, 2013.

Coda, his wife Allison, and three

boys had never been to Duluth before considering the Port Authority job. They are now pleased to be northern Minnesotans.

"We love it. Just last weekend we drove up the North Shore a bit to Betty's Pies and my wife just marveled at how scenic is the city and area and how everyone is so friendly. The community is just great," he said.

So how has the adjustment from heat-and-humidity Houston to all four seasons-in-a-week Duluth gone?

"Last April my boys were wearing shorts and I said, 'What are you guys doing?' They said, 'People living here are wearing them,'" Coda said.

□

The new Port Authority executive director said he runs a "small shop" of 10 employees with a \$4.5 million annual budget for an agency that works with the No. 1 Great Lakes-St. Lawrence Seaway port, which is ranked No. 19 of all ports in the United States.

The port's facilities, docks and commerce are impressive:

SEE PORT, PAGE 24

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This aerial photo captures the vastness of the Duluth-Superior Port.

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The Paul R. Tregurtha departs through the Duluth Ship Canal in Duluth.

PHOTO PROVIDED BY ROBERT WELTON/DULUTH SEAWAY PORT AUTHORITY

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This photo of the Port Terminal taken in 2008 shows Dock C&D just across the slip on which hundreds of wind turbine components were stored and staged that year.

PORT

FROM PAGE 21

- Supporting 11,500 jobs.
- \$545 million annually in wages.
- \$1.5 billion a year in business revenue.
- 20 privately owned/operated docks, including 10 bulk cargo terminals, two iron ore docks, one coal terminal and seven grain elevators.
- A fueling depot.
- Shipyard with two dry docks.
- Tug/barge services.
- Principal cargoes: Iron ore (40 percent); coal (40 percent); also limestone, cement, grain, salt, steel, heavy lift and project cargo.
- Nearly 1,000 vessels call on the port each year.
- Annual tonnage: 38 million.
- 2,342 miles — less than a week's drive — to the Atlantic Ocean.

Coda is excited about the port's future, especially a recent \$10 million grant that will help dramatically change the face and function of the Duluth waterfront to position it for the next 50 years of growth.

The TIGER Grant from the U.S. Department of Transportation will trigger a reuse and redevelopment of the Garfield Pier to connect its 28 acres to existing road and rail access. The port's general cargo handling capacity will be significantly increased by the project.

"We will build the project and be ready to start construction next shipping season," said Coda, adding that securing the federal grant in a competitive marketplace speaks highly of efforts by Duluth Mayor Don Ness, the congressional delegation in Washington and broad local business and community support.

It's clear that a Wildcat fan who graduated from the University of Kentucky can easily fit in with Bulldog fans of the Port City and the University of Minnesota-Duluth.

But he does put his personal mark on the executive director's office with a piece of artwork depicting a wildcat. And he also jokingly says he needs to have a serious talk about college allegiances with Iron Range Resources & Rehabilitation Board Commissioner Tony Sertich, who is a member of the Duluth Seaway Port Authority Board. "He's a Duke fan, you know," Coda says with a laugh.

However, when it comes to his most passionate devotion, other than family, it's most definitely transportation. A short walk from his office to a dock on a sunny, warm and breezy day includes more talk about how the Duluth-Superior Port is remarkably positioned to receive and move goods.

The BBC Chile, a 468-foot saltie, is anchored there. It's a vessel flagged in the Marshall Islands that recently arrived in port to unload wind turbine

components and other equipment from Denmark. It would then move on to the Riverland Ag/Duluth Storage terminal to load about 9,000 metric tons of wheat bound for Italy.

As the BBC Chile prepares to carry cargo up the St. Lawrence Seaway

and eventually to Europe, the CN ore docks in the background continue to load iron ore pellets in the belly of a laker, while the noise of heavy truck traffic fills the area.

It's all sweet music to Coda's ears. "This is really fun," he said.

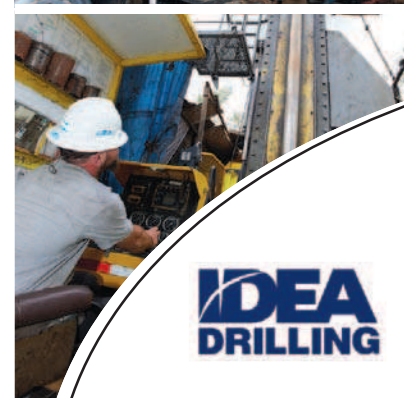
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MARK SAUER/MESABI DAILY NEWS

Art Ostman, Holland Walters, Sara Andrews and Ed Williams pose in the Nelson Williams Linings, Inc. shop area.

BILL HANNA
MESABI DAILY NEWS

MOUNTAIN IRON — Their hands are darkened by the grime and residue of a good old-fashioned hard day's work.

And that's appropriate for the employees of the Nelson Williams Linings Inc., plant in Mountain Iron. After all, they work for a boss who often joins them, in open collar shirt and suit coat, on the floor of the manufacturing facility.

Ed Williams is truly a hybrid of a businessman — both a throwback to a time when an owner was hands-on with his craft and also someone now comfortable stepping into a new, fast-paced era as a player in a global economy.

Oh, and just for the heck of it, why not toss in part ownership of a gold mine in the Yukon, too.

□ The Nelson Williams storefront is modest, indeed. But there is nothing unassuming about the work that goes on inside the building.

The workload is heavy and requires precision. And those who perform their duties for Ed Williams do so with great pride that reflects their boss's 39-year commitment to quality in the business.

"We need to do it in a timely manner ... and do it right," said Williams, while providing a walking tour of the facility, complete with an historical, real time and futuristic outlook for the business. Williams has high



Art Ostman shows off some of the EZ Skirt equipment.

praise for his workers; and they return his appreciation with quality jobs well done.

□ Nelson Williams was born as a mining spin-off business in 1975, providing industrial rubber linings for piping. Ed Williams and Vern Nelson were the company's founding fathers. Williams continues in a hands-on position of a growing company.

But while the facility has expanded considerably the past 39 years with a long reach currently touching on various parts of the globe, Iron Range mines



The first invoice from Nelson Williams is framed on the company wall.



MARK SAUER/MESABI DAILY NEWS

Ed Williams talks about the company's early days and what it's doing now during a tour of the Mountain Iron facility.

LININGS

FROM PAGE 25

remain the major focus of the business.

"They are our friends and neighbors. We started with them and we will always be with them. They still are a majority of our business," said part-owner Williams.

Magnetation, which makes concentrate from iron ore tailings, on the west Range has recently joined other mining companies as customers of Nelson Williams.

In addition, the company does work for other businesses, such as Minnesota Power.

Just like all mining-related companies on the Range, Nelson Williams has had its share of economic difficulties.

"But we've always worked out of it with good people," Williams said.

The work continues to be done both in-house and also in the field.

"We're a one-stop shop," Williams proudly said.



Nelson Williams has quite a resume of work provided.

The company's rubber linings division services include:

- Complete abrasion and chemical rubber linings for all applications.
- Certified to install chemical-re-

SEE LININGS, PAGE 27



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MinnesotaIron.org



Kevin Carlson trims extra rubber from an EZ Skirt conveyor belt guard.



Carlson sets the press pressure to 2,000 psi to make an EZ Skirt product.

LININGS

FROM PAGE 26

stant rubber linings in over-the-road bulk chemical cargo trailers.

- Rubber-lined water and wastewater treatment equipment and vessels.
- Rubber lining for flue gas, desulphurization systems.
- Absorber towers.
- Process, recycle and reclaim tanks.
- Agitators.
- Recycle and process piping.
- Rubber linings for many different mining processes.

The company's industrial fabrication and machines services division includes:

- Complete fabrication and tooling design.
- Custom engineering.
- Tool fabrication, repair and machine

SEE LININGS, PAGE 28 Carlson lays strips of raw rubber into a press.



MARK SAUER/MESABI DAILY NEWS

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MARK SAUER/MESABI DAILY NEWS

Sara Andrews, Art Ostman and Holland Walters pose in front of their EZ Skirt and Nelson-Williams Inc., product trailer.

LININGS

FROM PAGE 27

services.

- Pipe fabrication and fittings.
- Conveyor pulleys.
- Structural steel.
- Complete painting services.

The company's press molded rubber products/services division offers:

- Cable cross over ramps.
- Rubber impact panels.
- Screen panels.
- Conveyor belt skirt board.

- Conveyor belt scrapers.
- Mill washers.
- Pulley lagging.

The most recent business expansion is production and sale of EZ SKIRT, a new conveyor skirting system.

The product is, as its name says, an easy skirting system that prevents dust and spillage and reduces clean up and maintenance chores. It's having local, national and worldwide success.

"It's really taken off," said Williams, who credited Sara Andrews with

strong promotion and sales efforts for the EZ SKIRT becoming an overnight megahit.

"And I feel ... we all feel ... it's just going to keep rising in visibility and sales," Andrews said.

Art Ostman, who developed the EZ SKIRT, is like a proud new dad talking about his invention.

"I was working in the mines and just felt there had to be a better way to capture all the dirt and dust that we were all cleaning. And this is what came of that. It's really nice to see it succeed," Ostman said.

And what about that gold mine? Nelson is now a modern-day prospector, signing on to what soon will be a working gold mine in the far northwest reaches of Canada.

Nelson said the initial testing of the site are hopeful of a good gold strike.

"I've said either this is going to be one of the best things I've ever done ... or the stupidest," Williams said with a laugh.

With the business track record of Williams, it's likely he'll soon be shouting, "Eureka!"

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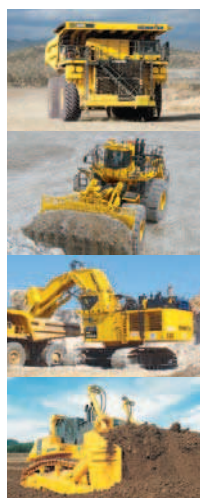
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UNDERGROUND MINING

Twin Metals explores new era

BILL HANNA
MESABI DAILY NEWS

ELY — Twin Metals Minnesota officials have identified some sites for facilities in its first copper/nickel/precious metals mine plan in the Ely-Babbitt areas.

"No final decision has been made, these are preliminary for our first operation. But we believe some thoughts are mature enough to discuss with folks," said Bob McFarlin, vice president of public and government affairs for the company.

McFarlin said the company plans other projects in the mineral-rich Duluth Complex, which would have the company in business on the Iron Range "well in excess of a century."

Twin Metals is currently in the pre-feasibility phase of the project. A feasibility study, extensive environmental review, the environmental impact statement and permitting processes will follow. And there is already opposition lined up against the project, regardless how much environmental review is successfully done.

"How long it will take is difficult to predict," McFarlin said about the start-up.

The preliminary project calls for initial development of the Maturi Deposit with an underground mine, rather than the Spruce or Birch locations.

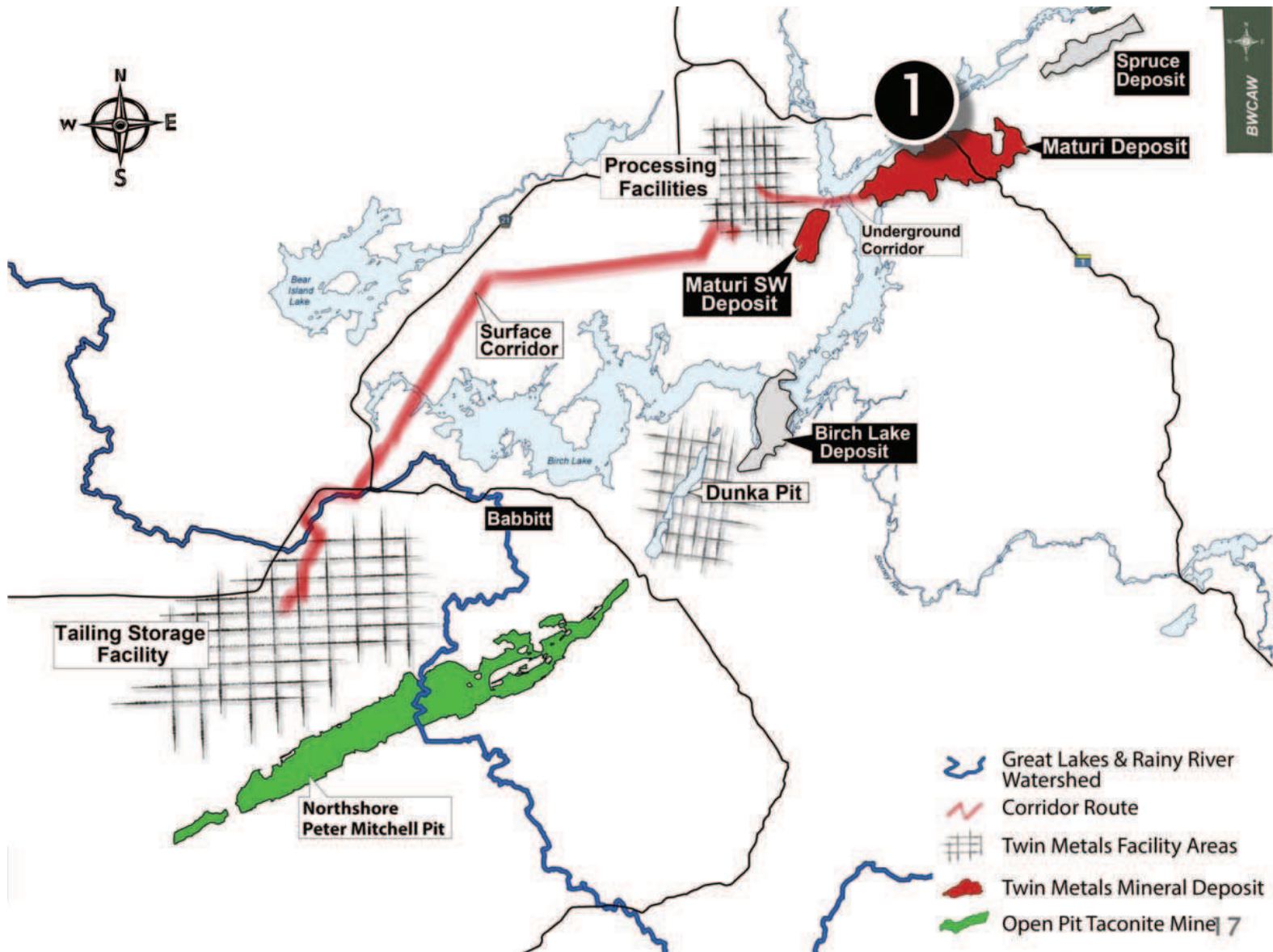
"We believe the most efficient operating mine at this time would be in the Maturi," McFarlin said.

Here are the facility sites currently contemplated and how the first of the company's operations would develop:

- The concentrator, mine access and other mine-related facilities are being considered west of the Maturi Deposit, near the Ely Airport.

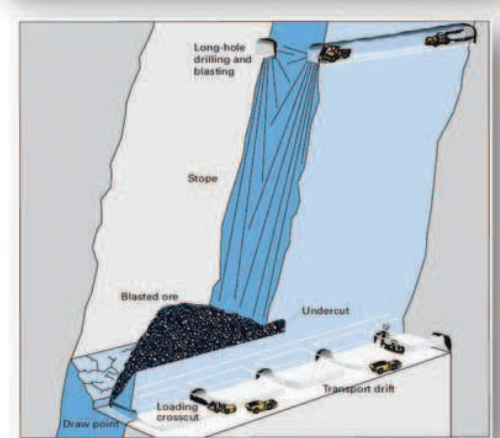
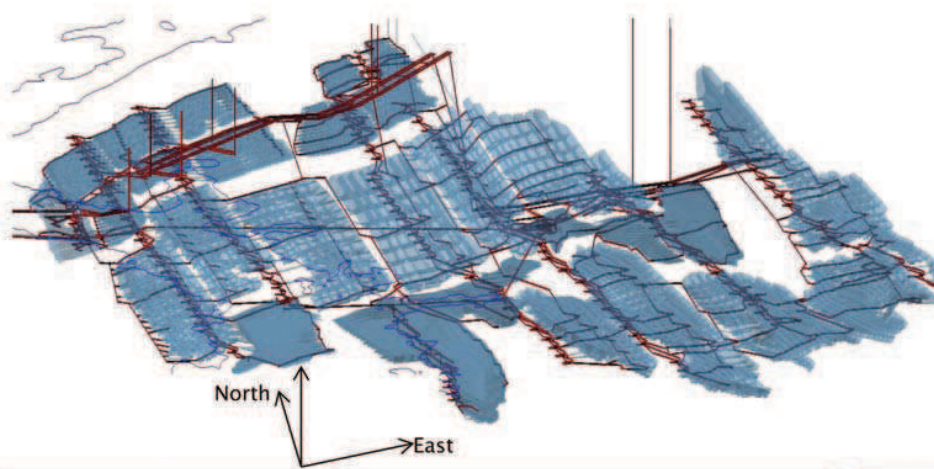
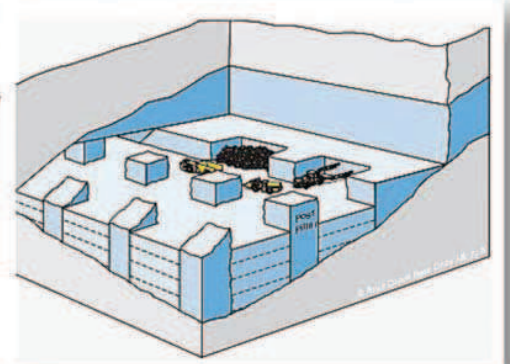
- Underground corri-

SEE NEW ERA, PAGE 30



1 TMM - Underground Mine at the Maturi Deposit

- Large scale underground mine: Maturi deposits.
- Traditional mining methods: *Cut & Fill* and *Long Hole Stopping* with cemented paste backfill.
- Paste backfill pumped back into the mine through boreholes
- Crushed ore conveyed to surface through access declines.



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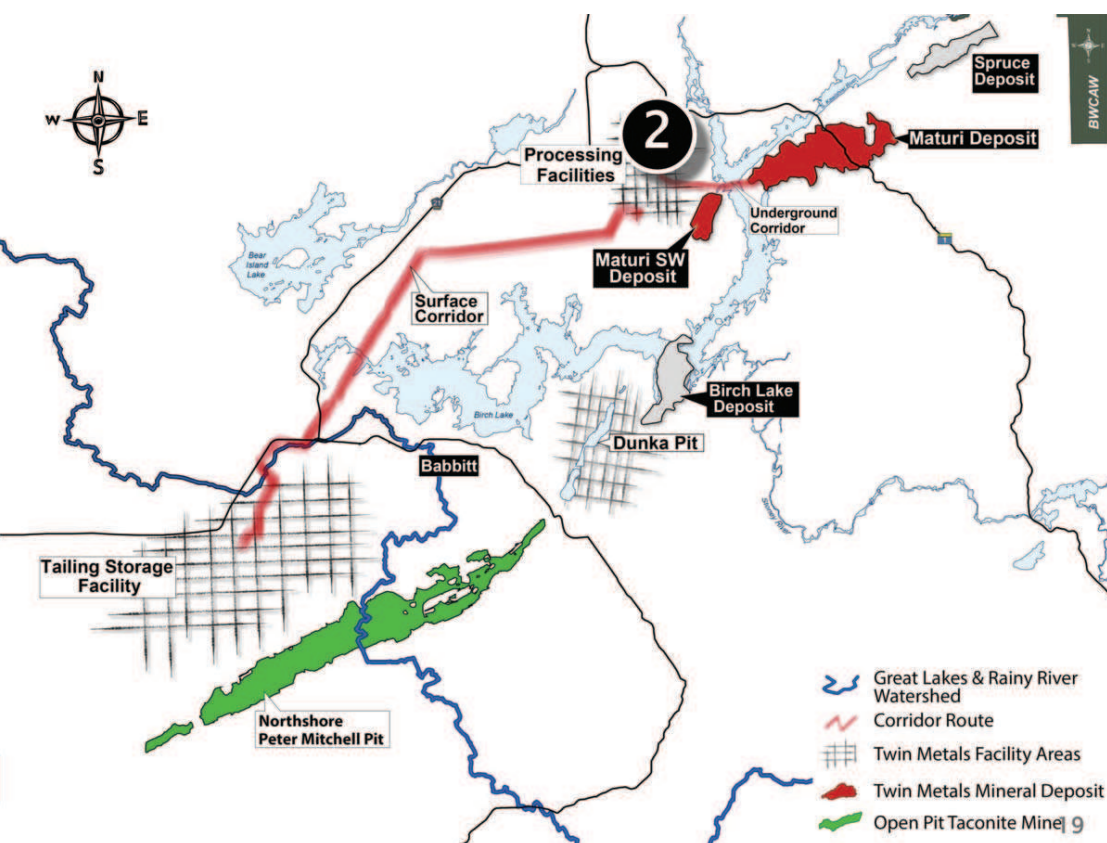
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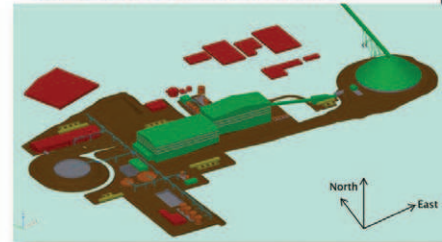
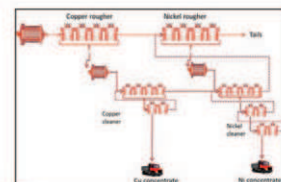
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2 TMM - Mineral Processing

- 21st Century concentrator.
- West of Maturi, south of Ely Airport.
- Traditional SAG – Ball mill– Flotation circuit.
- Initial focus: Cu and Ni saleable



TWIN METALS MINNESOTA

NEW ERA

FROM PAGE 29

dors will connect facilities to the underground mine, which officials say will minimize surface impacts.

- The Dunka Pit, an old mining site, is being proposed as the water source for the project. It would encompass Brownfield redevelopment with updated environmental management and would be regulated by the Minnesota Department of Natural Resources and Pollution Control Agency.

- Half of the tailings would be returned to the underground mine as backfill and the other 50 percent would be stored in a regulated surface facility.

- The potential surface

location is south of Babbitt, within the Great Lakes Watershed adjacent to a developed and active taconite mining area.

- The final processing and shipping facility would be close to the Peter Mitchell pit.

“Sound environmental

processes went into our thinking. We’re always looking for options to be the safest possible. We try to limit proliferation of the footprint; avoid environ-



mental sensitive areas; limit impact to wetlands.

We are always looking for brown-field,” McFarlin said.

A brownfield is a

former development site that can be redeveloped with sound environmental standards.

“By putting up to 55 percent of the tailings back to the underground facility greatly reduces surface impact,” McFarlin said.

“By drawing mine

water from the Dunka Pit, we would not need an underground source or Birch.

“We would improve the environmental management of the Dunka Pit with more modern permits and regulations and requirements. It

SEE NEW ERA, PAGE 31

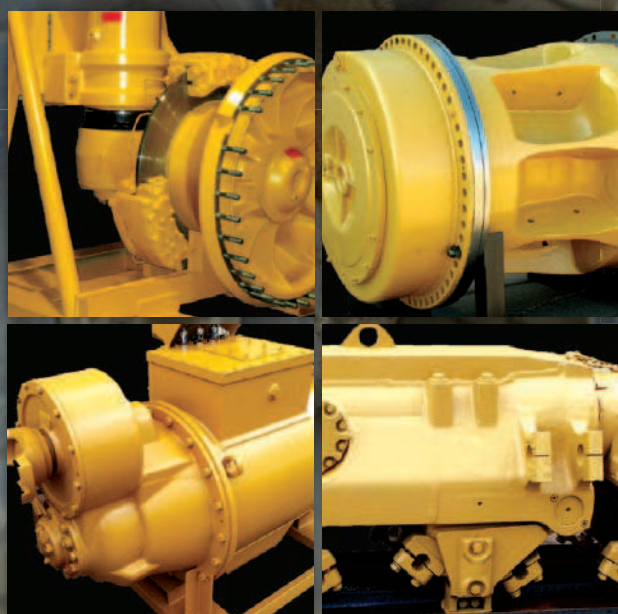
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NEW ERA

FROM PAGE 30

would also significantly reduce and even eliminate the need to discharge Dunka into the environment," he said.

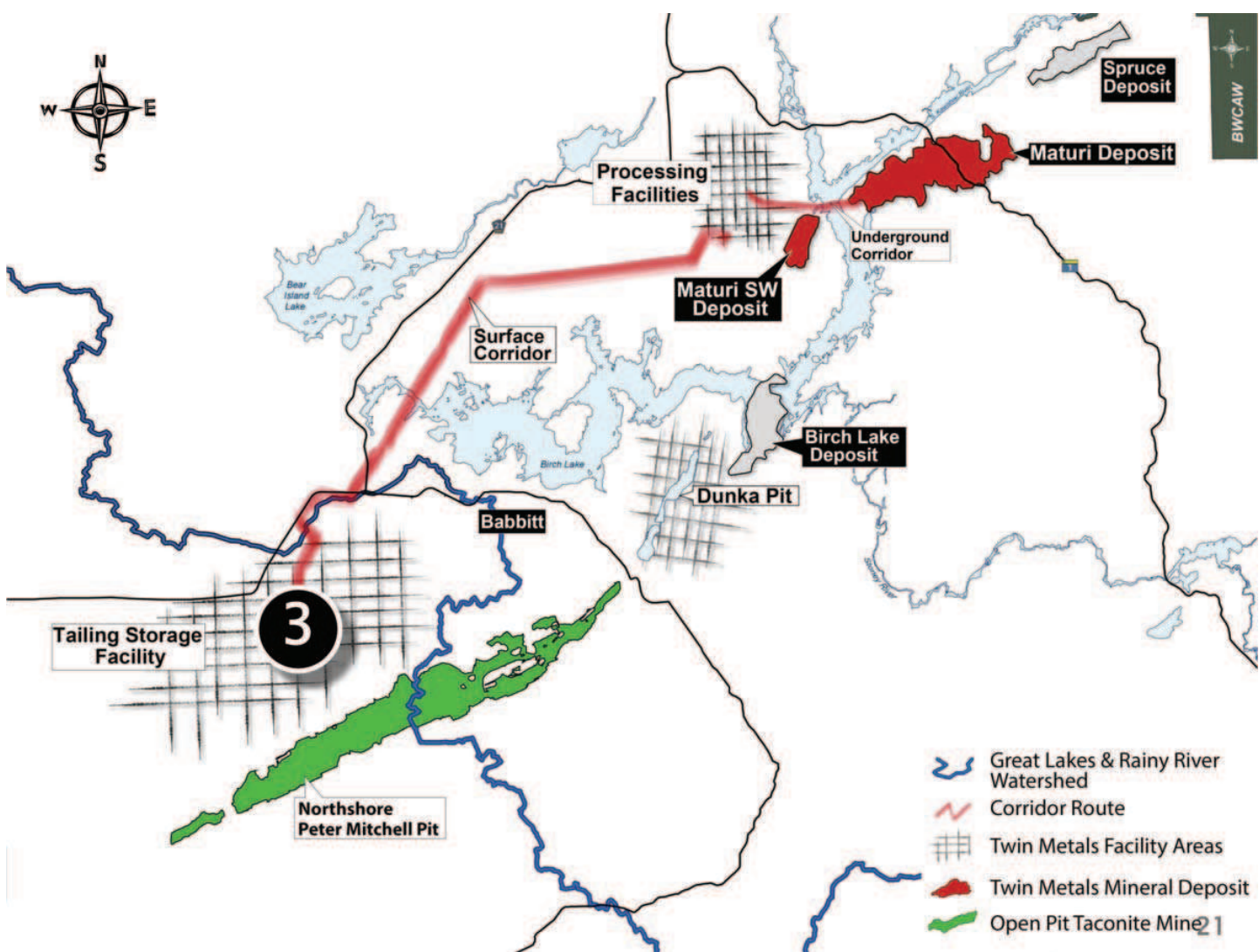
The preliminary plan was well received by the stakeholders because it would piggyback on corridors already there, McFarlin said.

This would not be your granddaddy's underground Iron Range mine. It would 1,500 to 3,000 feet below the surface and like a city far below the lake bed. "It would be hundreds or thousands of feet below the lake level," McFarlin noted.

Twin Metals currently has 40 employees so far equally split between the Ely/Babbitt and St. Paul offices. The company has already put about \$250 million into the project and could provide a total \$2.5 billion capital investment, McFarlin said.

Twin Metals' operations could produce hundreds and even thousands of jobs, according to officials.

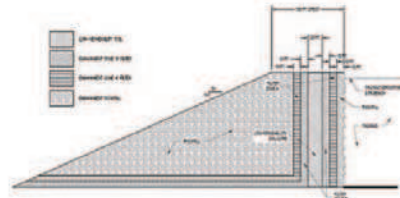
"Citizens of northern Minnesota understand mining. We are excited about the options and possibilities. And we have great partners in Babbitt and Ely," McFarlin said.



3

TMM - Tailings Storage and Treatment

- 55% of tailings stored underground as paste backfill, reducing footprint and environmental impacts.
- 45% stored in 21st Century Tailings Storage Facility (TSF).
- TSF adjacent to an active mining area, w/in Great Lakes Watershed.
- Conventional (slurry) deposition method with liner.

TWIN
METALS
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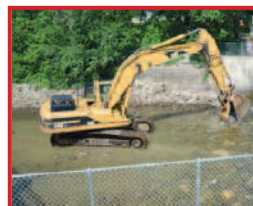
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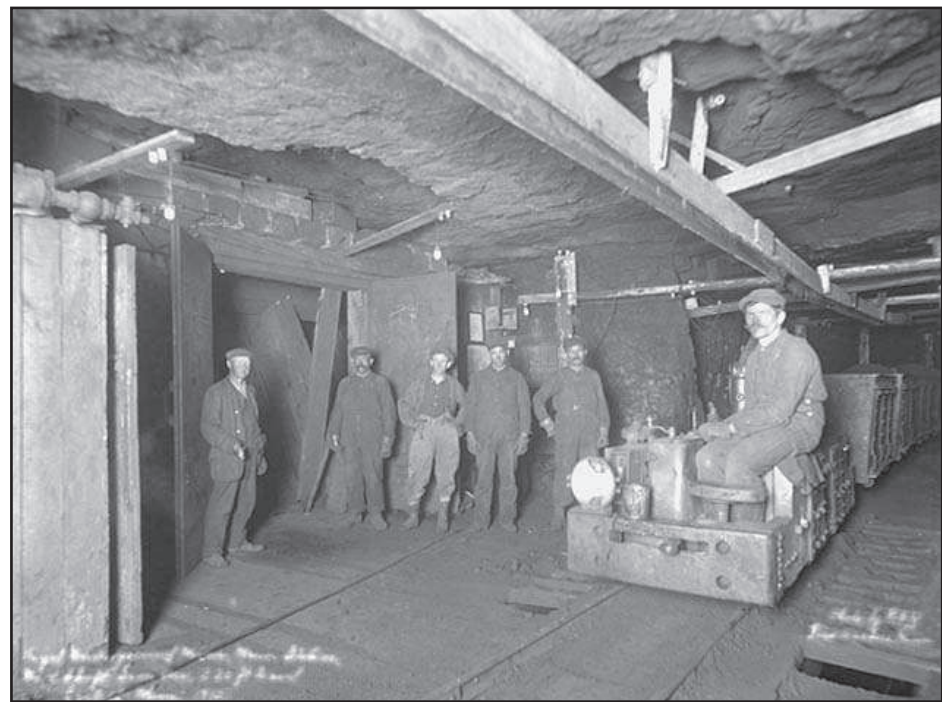
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MINNESOTA HISTORICAL SOCIETY
A tuggger pulls slush filled with ore from the end of a drift sometime in 1905.



Miners at the main station at the Fayal underground mine in Eveleth in 1915.

RANGE WAS BUILT ON WORK OF UNDERGROUND MINERS

LISA ROSEMORE
HERALD REVIEW

It was dirty, it was dangerous. It called for long hours and in the early days, the company called all the shots.

It was underground iron ore mining and while most Iron Range residents today identify underground mining with the Soudan Underground Mine State Park, years ago many iron ore mines across not only the Mesabi Iron Range but also the Cuyuna Range were underground.

According to the book, "Minnesota's Iron Country" by Marvin Lamppa, serious underground mining on the Mesabi range started in 1895 and by 1907, one out of very three mines was an underground mine. By 1947, "six of the Mesabi's greatest mines — the Agnew, Bennett, Fraser, Godfrey, Fayal and Sargent — were underground workings."

Lamppa wrote that cost was a factor in the companies choosing underground mining as opposed to open pit mining.

"It was usually less costly to develop and equip an underground mine than it was an open pit mine," he wrote.



Underground Mining
Memories:

The Minnesota Discovery Center, then known as the Iron Range Interpretive Center, oral history project from several years ago, back when it was known as the Iron Range Interpretive Center, a couple men shared their memories of underground mining from the early 20th century.

In September 1983, 82-year-old Herb Noren of Soudan described using mules in the mines.

The mules used to work shifts, eight or ten hours, and the same mule was never used two shifts in a row. They stayed in the mine and would be brought up "probably one a year or something like that for a few months."

To move the mules in and out of the mine, they were put in "the cage," a basket-like

SEE MINERS, PAGE 33



SUBMITTED

From the June 9, 1955, Herald-Review: This is a general view of the new plant as seen from the southwest. In the foreground is a "surge pile" of material which has been through the washing section of the plant. This is larger sized ore which will be fed through the "heavy media" section of the plant to separate the iron ore from rock. On the southeast side of the plant is a similar surge pile of fine material which will be fed through the "cyclone" section of the plant for concentration. Crude ore from the pit will run between 33 and 45 percent iron content. When it has been processed and read for shipment, the ore will be about 55 percent iron. Machinery throughout the plant is large and complicated.



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MINNESOTA HISTORICAL SOCIETY
Underground mine interior sometime in 1915.

MINERS

FROM PAGE 32

elevator used to move men and materials from above ground to underground and back. Noren explained "the cage was kind of small for them, so they kind of forced them in there ... and they got them up that way. They were large mules. They weren't [these] small mules, they were good-sized mules."

Noren, who was a muleskinner, also described how smart the mules were.

"Going alongside in the drift, this mule would come along and it'd just lean against you

and put you against the timber ... I suppose it figured 'I'll get even with him.' And if you put one too many cars on the train, that mule wouldn't move. She'd give it one pull, and she knew that she had an extra car on ... you'd have to sometimes drop that car off before that mule would take off."

Some miners mistreated the animals, striking them on the back with chains, Noren recalled. Those miners were reprimanded when the company found out.

"A mule was worth more than a man in those days — way back," he said. "Yes, a mule

SEE MINERS, PAGE 34



From the June 9, 1955, Herald-Review: After treatment of the ore is completed, it is carried by conveyor belts to a pocket from which it is loaded into railroad cars. A stacker and loader are being assembled beyond the new loading pocket which will be used to stockpile ore when not loading into railroad cars. Conveyor belts are also used to carry the tailings away from the plant.

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A postcard from around 1910 shows miners in a cage ready to descend into an underground mine.

MINERS

FROM PAGE 33

was worth more than a man."

A separate 1983 interview with Leo Lampton, 74, of Tower, echoed what Noren said.

"They had mules down there when I went down there in 1927," Lampton said. "They got their first battery-operated motor underground, but they had that for two levels and they had mules on the other upper levels. They took care of the mules. They'd tell everybody when they started on the ground, take good care of the mules, because if a mule got hurt or killed, they'd have to buy a new one. But a man's life [didn't] mean much, they could pick another man up on the street the next day."

In an August 1983 interview, Andy Johnson, of rural Babbitt, spoke of memories of his father and himself working in the mines.

Johnson, who was born in Finland, recalled his father did not like working in the Miller Mine in Aurora, where he made \$2.25 a day for a 10-hour shift in the underground mine.

The family lived in the Miller Location "and everything was dirty, dirt road. They had iron ore dumped on it, instead of gravel. Wooden sidewalk there to the mine. You had to walk

down to the mine to get your water." Johnson explained one of the reasons his father did not like working in the mine in 1907 was the lack of a union.

"You had no voice," Johnson said. "Men were treated worse than mules...they were really mean."

Several nationalities would be thrown together on a crew.

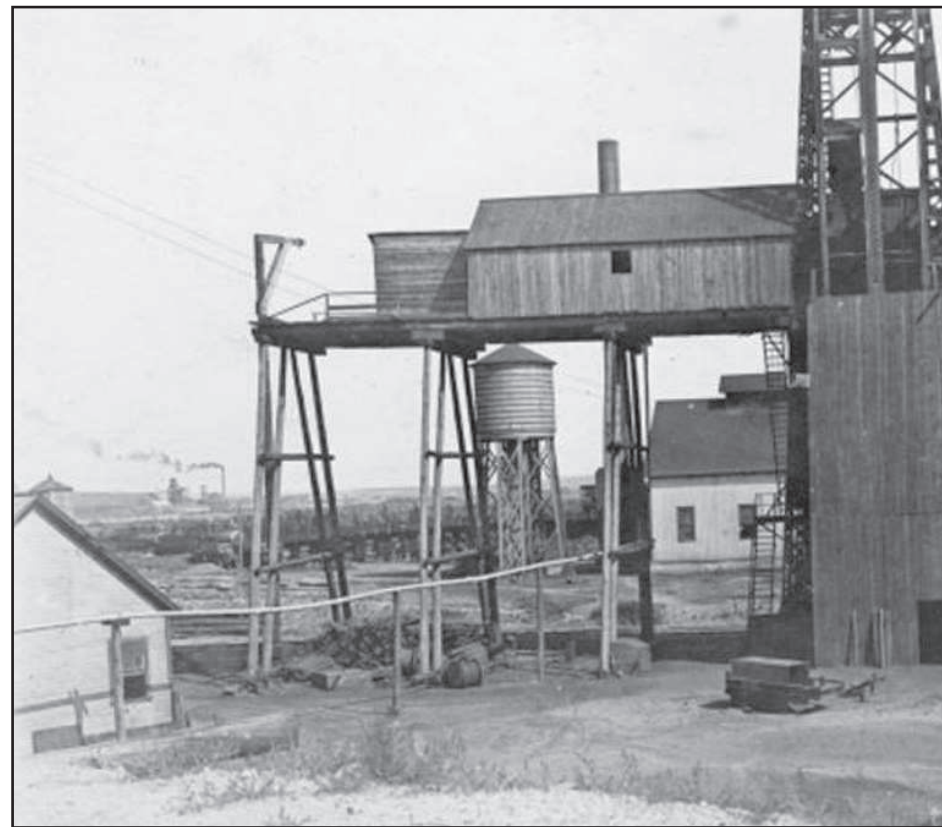
"Those mining companies, they hired so many Slovenians, they weren't Slovenians, they were Austrians at that time," Johnson recalled. "So many Finns and then a sprinkling of Italians and Swedes and other nationalities. And then they pit one of these nationalities against the other. They would have a Finnish crew on one shift and an Austrian crew on the opposite shift, and then the boss would come around in the morning or when...they come to work, why the boss would come around telling them how many car loads of stuff they put out. That the opposite shift put out. The dump cars...and then you had to do as good as those guys or do a little better. Well, heck, us Finns work better than those Austrians so we're going to put out more dirt, you see. And when them Austrians came to work, well, they felt the same way, I think, because, heck, we're not going to let them Finlanders [win], we are

SEE MINERS, PAGE 35



IRON RANGE RESEARCH CENTER

Underground miners wearing "wet mine" clothing. This picture was taken at the Whiteside Mine in Kinney sometime between 1911 and 1915.



IRON RANGE RESEARCH CENTER

Pictured is the shaft to take miners underground at a mine near Hibbing. This photo was taken sometime in the early 1920s.

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Underground miners at the Whiteside Mine near Kinney sometime between 1911 and 1915.

IRON RANGE RESEARCH CENTER

MINERS

FROM PAGE 34

going to show them up."

Johnson's father worked in what he described as a wet mine.

"He had to wear two suits of waterproof material," Johnson remembered. "They were waterproofed with linseed oil. And two hats, waterproofed with linseed oil. One on top of the other. And they used candles in those days for light."

□

Safety in the Mines:

Counties were required to have an inspector of the mines, who was required to submit an annual report to the county board. The bound report, in addition to a synopsis of mining injuries, fatalities, mines both operational and non-operational, included safety instructions from the mine inspector.

In the annual report for year ending

1926 from William Trescott, inspector of mines for Itasca County, he offered several pages of safety instructions. Some instructions directed towards underground mines:

All fuses and caps should be kept (50) feet away from powder when in miners places underground.

I will recommend that miners must not work in their places before they see that the place is properly examined and all loose ground taken down, or secured with timber.

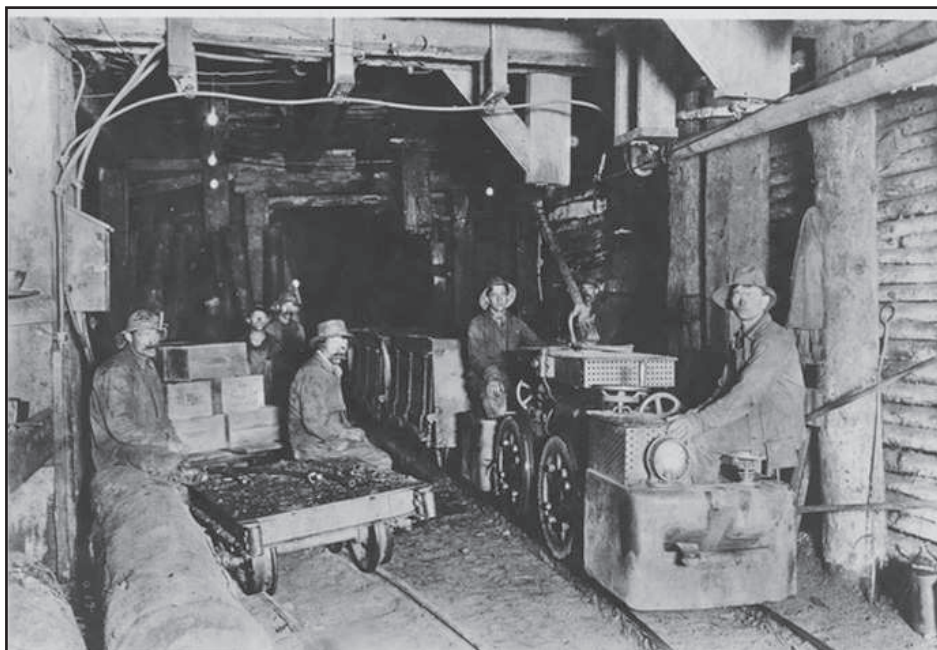
All men employed underground must have more than one way of retreat if possible.

All placed of work underground must be timbered right away if possible.

All cages that carry men must have proper safety devices. (These "proper safety devices" were not specified in the report.)

All safety devices must be examined every (30) days or oftner (sic).

According to Lamppa, "despite



MINNESOTA HISTORICAL SOCIETY

Underground miners at a Virginia mine, circa 1910.



SUBMITTED

From the June 9, 1955, Herald-Review: The crude ore goes through several sizes of screens to sort out that which must be crushed further before processing. In this picture, Freeman Hane inspects ore going through the secondary screening equipment.

advances in open pit technology, underground mining persisted on the Mesabi until most of the hematite deposits were gone."

The Soudan underground mine, which the Minnesota DNR state park website stated is Minnesota's oldest iron ore mine, closed in 1962.

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IMA EDUCATION CAMPAIGN

‘Imagine life without iron’

KELLY GRINSTEINER
HIBBING DAILY TRIBUNE

DULUTH — Did you know that iron mining contributed more than \$3 billion to the state's economy and helped support more than 11,200 jobs in 2010? Or that based on 2010 production levels, \$152 million in state and local taxes?

And how about the fact that each iron ore mining job generates 1.8 jobs in other supporting industries?

No, you say? Well, the Iron Mining Association (IMA) wants you to know these facts — and much more about the iron mining industry.

To spread the education, the IMA recently launched a new education campaign “imagine liFe without iron.”

“We are trying to get the everyday person to understand just how much they count on iron in their daily lives and what affect it has on them if there was not iron mining,” said Craig Pagel, IMA president. “The iron mines of Northeastern Minnesota make up 80 percent of the first pour steel in the United States. It's something Minnesotans should be proud of, like they used to be. We want them to be again — and not just people on the Range.”

The everyday use and economic impact of iron is not often recognized.

“It seems we as a society have gotten too far from understanding where things we use every day comes from and how it iron used by all of us,” said Pagel. “So, we decided it was time to try to educate, and in some instances re-educate, people about how iron is used in their daily lives.”

Wanting to reach out to all the different types of people that make up Minnesota, IMA staff had to review which media is effective with different groups. Pagel said the campaign is using traditional as well as social media to reach out to the general public across the state with a focus on the metro area.

The campaign launched the first week of April with the light rail wrap and local TV ads.

“One of the first thing we did was ‘wrap’ a light rail that runs from

the Mall of America to the Target Center,” he said, noting the wrap is designed with a logo and an ox cart. “The light rail wrap has millions of hits as it drives by people in the central part of the Minneapolis metro area.”

The campaign also points to a new website at www.Minnesotairon.org to help people better understand how iron mining benefits their lives every day, and can also be found on Facebook under Minnesota Iron and on Twitter.

“It features images and themes of things we are using in our daily lives — showing the things we use or do every day are somehow made from iron and Minnesota is the main source of iron for the United States,” noted Pagel.

Among the facts and figures in “imagine liFe without iron” are employment figures, a list of products made with iron, local and state taxes contribution numbers, economic impact of existing iron mining operations and new construction, and money for education, among others tidbits. The website also includes videos that further showcase the impact of iron mining on our everyday lives.

“People think mining in Minnesota is new, but we've been iron mining for 130 years here in Minnesota,” said Pagel.

And as part of the local campaign, IMA will be promoting 130 years of iron mining.

“That is right — 130 years ago July 31 the first shipment from the Soudan Mine started Minnesota as the premier iron mining region of the United States,” he said. “And we look forward to at least another 130 years with existing and new technologies to meet the needs of consumers.”

And the message is spreading. Katie Kohlhase, IMA media manager, said social media analytics tracked since the beginning of the campaign show that the sites have had more than 6,000 visitors to the webpage from all around the world in the last two months.

“Our goal was to reach out to a statewide audience, and we're definitely doing that — and beyond,” she said. “... The United States, Australia and Singapore



have brought in the most visitors, so we're actually sharing the message of the importance of Minnesota Iron with a global audience.”

Closer to home, more than 2,000 Minnesotans have begun to “imagine liFe without iron” in the past two months. The majority of those followers, according to Kohlhase, came from the Range and the Twin Cities.

“They're joining in on the conversation and connecting the dots to find all the different jobs, everyday items, recreation spots and more that have a connection to iron mining,” she added.

The campaign has received feedback from those who've seen or heard the “imagine liFe without iron” messages.

“That was our goal — to get people talking about Minnesota iron,” said Kohlhase. “For so long, people outside of the Range didn't know we were even still mining iron ore. Now, people are starting to talk about Minnesota iron and recognize its impact is felt all over the state. Even if you don't work in a mine or know anyone who does, you still use products derived from it every day.”

And as long as the chatter continues, so will the campaign.

“The campaign will go as long as people

keep talking with us and sharing all their different stories with us, but the biggest push will probably come throughout the summer and into the Fall,” said Kohlhase. “We have some really cool, unconventional videos coming up we think are going to get people thinking. And this summer we'll be hitting the pavement to get Minnesotans excited about the 130th anniversary of the first shipment of iron ore from Minnesota.”

Pagel concurred. “It's my hope that we

can continue a campaign drawing people into a mindset of understanding where the things they use every day comes from, and that iron is the most used mineral in their lifetime,” he said. “We will hopefully add more information over the years so the general public doesn't again become complacent on understanding where the things we use every day come from — whether it is milk from cows or iron and steel from Minnesota's iron mines.”

The campaign has already proven to be a success, and he's hoping to see that continue as well. So does Kohlhase.

“To me, everyday use, economic impact, historical significance, and technological advances aside, I'll feel we were successful if this campaign instills some Minnesota pride in this industry,” she said. “I feel like we live in a

time when everyone's taking greater pride and interest in local food, local businesses, local successes and yet so many Minnesotans don't even know that 80 percent of the first pour steel in the country starts here in Minnesota. I'm hoping as more people start to chew on the campaign and ‘imagine liFe without iron’ that they'll start to feel a real sense of pride about that.”

So check out the new campaign, and when someone asks you whether how much iron every American born will need in their lifetime, you can swiftly and confidently reply, “27,416 pounds.”

“And if nothing else, I hope you take a look at the messages and realize that it's a fact — you, me and everyone we know use products that wouldn't exist without iron mining every single day,” said Kohlhase.

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Retired United Taconite employee Jim Preiner and his son, Nick, pose at the Eveleth mine. Jim retired after 41 years of mining, while his son, Nick, started about two years ago.

PREINERS OF UNITED TACONITE KEEPING MINING IN THE FAMILY

TONY POTTER
HIBBING DAILY TRIBUNE

EVELETH — Everyone parent wants their children to do well, and the mining industry provides some of the better salaries and benefits on the Iron Range.

“For Nick to get a job here, it’s the best game in town,” said James Preiner, who retired from United Taconite in Eveleth in February.

But he never pushed his son, who has worked at Utac for two years, to follow in his footsteps.

“It was always his decision,” James said. “And since he got what he wanted, I am proud of him. And if he puts his nose to the grind stone, he can raise a family and live up here while making a good living.”

The chances of local mining companies employing multiple generations of the same family is fairly common, according to Sandy Karnowski, Minnesota public affairs district manager for Cliffs Natural Resources.

“We have a fair number of two generational family members working at Utac,” she said. “There are several brothers, sisters, cousins and husbands and wives.”

Although Utac does not have a provision for preferential hiring for family members, the



Megan Preiner joined her family working at United Taconite as a summer intern.

company does give consideration to relatives, Karnowski noted.

“It is typically treated as an employee referral,” she said. “Employee referrals have been a successful tool in connecting our operations with good candidates in the community.”

James said he believes his 37 years of service

to Utac benefited his son, Nick, and daughter, Megan, who has worked at Utac through the summer student program.

“I know quite a few other multi-gen families in the mines ... mostly dads and their kids,” he said.

With the changing of times, that is not always the case however. Cliffs

is starting to see different family connections working throughout its facilities, Karnowski said.

“With retirement there is a gap so there aren’t a lots of parents and kids working in the mines together now. It is now more brothers and sisters or husbands and wives,” she explained. “But they

do end up at same facility often.”

Nick said he is honored to follow in his father’s footsteps of being a dedicate, hard worker, noting that the relation can also make things tough.

“A lot of people give me heck,” he said. “But I just give it right back.” Working where your

father does creates some higher expectations, but should provide some respect as well, James said.

“Nick had an easier transition here than I did,” he said. “If anything, I hope me working here helped him in that respect.”

But unlike his father, SEE PREINERS, PAGE 39



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Watch for **MINE V** Coming Soon



Nick Preiner lowers the bottom ladder as he climbs down from the truck he was driving at United Taconite.

MARK SAUER/MESABI DAILY NEWS

PREINERS

FROM PAGE 37

who began a career in the mining industry without having a background in the field, Nick had been preparing for it since high school.

After high school he attended and graduated from the millwright program at Mesabi Range Community and Technical College. During college he also spent two summers working in the mine through the same student program as Megan has.

"I wanted to ensure myself finan-

cial stability while remaining close to home and my family," Nick said.

James said that money was also a factor in his decision to work in the mines, but he originally had other plans.

"I really wanted to be a teacher," he said. "Then after high school, I was offered a contract of \$5,000 to come work in the mines in 1974."

No one in the immediate family worked in the mines prior to that, James said, adding he served as a general miner running all of the equipment, loading the crusher and loading trucks.

After several years working at the former Eveleth Taconite plant, he received a job offer from Utac. James then went on to spend the rest of his career there.

"I never thought of leaving," he said. "Most of my family was here. The cash was always good. The benefits were good, and you have to have a job."

James refrained from giving his son too much advice about working in the mines.

"He just said, 'save your money,'" Nick recalled. "And so I have."

Even though the father and son duo

spent a year and a half working at the same plant, James wasn't as much at ease with the thought of Megan working there.

"I was real leery at first, but she's had no problems and fits right in," he said. "She had fun working here with the girls and made some quality money, too."

Megan said the opportunity to work on the clean-up crew, which consisted of hosing floors in the concentrator and pellet plant, came up because Cliffs summer student program offers college students with a parent work

SEE PREINERS, PAGE 40

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MARK SAUER/MESABI DAILY NEWS

Nick Preiner poses in the cab of his truck. Nick is following in the footsteps of his father, Jim Preiner, who recently retired at the mine.

PREINERS

FROM PAGE 39

ing for the company a job opportunity.

"It was a way to pay for college," she said. "I am lucky to be able to say that I had a good paying job for the summer and got involved in mining, which is a big part of our lives up here in Northern Minnesota."

The best advice James gave his daughter was to prove to be a responsible worker.

"He said, 'make sure you show up to work and do what you get told to

do," Megan said. "But most importantly, he told me to be safe."

Despite her father retiring from and her brother currently working in the mines, she has other career plans. Megan is currently enrolled in college with plans of becoming a teacher.

"I have always been interested in teaching and hope to also get a coaching certificate," she said. "I enjoy working with people, and sports have always been a big part of my life. I appreciate everything my former coaches and teachers have done for me. I just feel like giving back to kids and the community in the future is the right thing to do."

However, Megan said she is happy to have worked in the mining industry.

"It was a great experience," she said. "I met a lot of people, and learned a lot about mining in general."

And if teaching does not work out, Megan said she has the mines as a potential back up plan.

"I would definitely consider it," she said. "It's in the area I want to stay in and live in, the money is great, there are wonderful benefits and the experience makes it worth it."

James noted that there could soon be even more opportunities in the

mines with the majority of the Baby Boomer Generation close to retirement.

"There will be a big turnover in next three to five years, and Nick will find himself in the middle of an interesting transition," he said. "When I started, the people here were all new and weren't going anywhere. There will be plenty of options for Nick, and Megan too."

Continuing to build a career and grow on the job is exciting, Nick said.

"Hopefully I can work here long enough to earn my hat a spot on the shelf (of retirement) like my dad did," he added.



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BRIAN AROLA/HIBBING DAILY TRIBUNE

From an overlook, the view of the park at the Hull Rust Mahoning Mine View is visible, along with the open pit behind it.

MINING GENERATES TOURISM, TOO

BRIAN AROLA
HIBBING DAILY TRIBUNE

HIBBING — A friend from far away is coming to town and you're tasked with showing them the sights of the Iron Range.

Where do you go?

The panoramic views offered at the Hull Rust Mahoning Mine View in Hibbing or the Mineview in the Sky in Virginia might be high-up priorities.

Or you could go the other direction — literally — deep in the Earth to the Soudan Underground Mine.

For more grounded endeavors, Chisholm's trio of sites, including the Museum of Mining, Minnesota Discovery Center (MDC) and the Iron Man statue, would make for a full day.

All would be examples of attractions your hypothetical friend from far away might want to see, and all are heavily linked to the mining industry.

In northern Minnesota, the economy has long consisted of the three T's: tourism, timber and taconite.

The former has much to do with the latter, with mining tourism a major draw bringing in revenue to local businesses and city governments.

Commissioner Tony Sertich of the Iron Range Resources and Rehabilitation Board (IRRRB) quoted tourism gross sales in St. Louis County reaching \$412.8 million annually as recently as 2011.

The region's natural beauty, including the North Shore, Boundary Waters Wilderness Canoe Area and Voyageurs National Park, contribute

heavily to the figure, but their mining-related counterparts are included in the mix as well.

For many of those local sights, the goal is less so about the revenue and profits — as most are non-profits — and more about teaching visitors the history of the area, mining and all.

Visitors to MDC in Chisholm, long known as Ironworld, for example, should leave with more knowledge of how the Iron Range developed to become the place it is today, said Executive Director Lisa Vesel.

"From our perspective, we're not just about moving tourists (through) here," she said. "We're about educating people."

An education at MDC for that hypothetical friend from out of town could start with exhibitions on the various

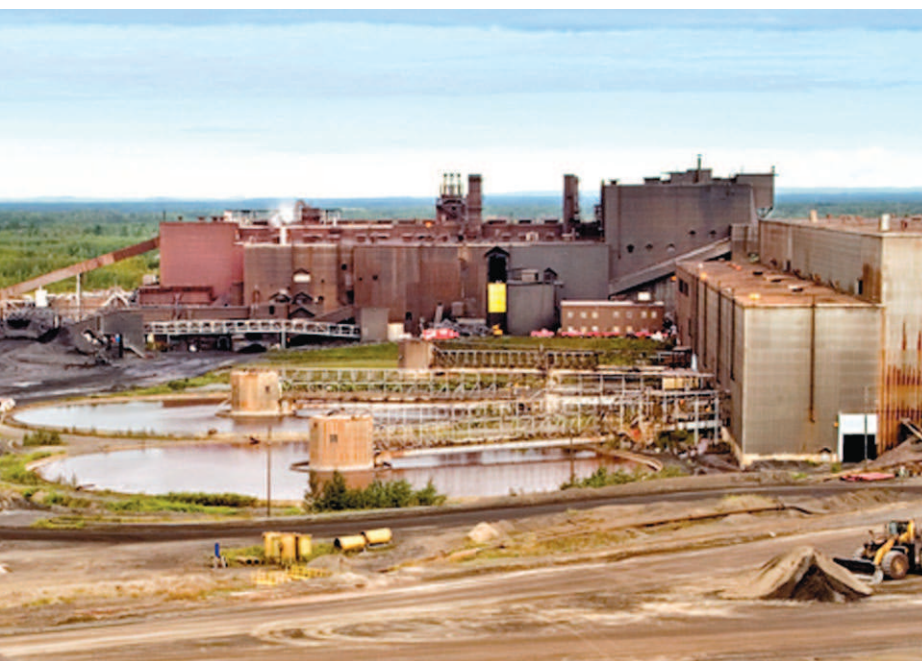
forms of mining popular on the Iron Range, from models of underground mine shafts to the more recent taconite open pit mining.

Eventually, a walk to the observation deck would reveal that MDC itself is built on the precipice of the old Glen Mine in Chisholm. If that friend of yours hadn't figured it out by then, the view would be a good reminder that the mining industry's influence and affect are never too far.

For a group from Louisiana visiting the Hull rust Mahoning Mine View in mid-June, the connection was evident.

Roger Emmons, originally from Winona, Minn., but living in central Louisiana after a career in the mili-

SEE TOURISM, PAGE 42



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TOURISM

FROM PAGE 41

tary, was guided through the view by his sister-in-law, Suzi Allison of Nashauk. Roger and wife, Tammi (Allison's sister), and their daughter, Destini, were getting the standard sightseeing tour of the area, Allison said.

"Normally what I do when people stay is bring them to (Hull Rust), the Minnesota Discovery Center in Chisholm and a stop at the Iron Man," she said. "They usually get the mining tour."

Growing up, Emmons traveled to the area with his parents, so visiting again this year was a chance to show his family the same attractions from his youth, he said.

The group noted that their home in Leesville, La., didn't have the same connections between its dominant industries and tourism.

"Louisiana has paper factories," Destini said. "No one wants to tour those."

Her parents were more willing to point out Louisiana's charms, but admitted that the mining industry of Minnesota seemed unique in its close relationship with tourism.

Visitors like the out-of-town Emmons are every-day occurrences for the tourist spots in the area, said Rosie Stanek, volunteer at the Hull Rust gift shop.

A registry of visitors to Hull Rust documents tourists from all over the globe. On June 16 alone, visitors came from as far as New York and Nigeria.

"They come from all over," Stanek said. "We've already had people from Germany, China and the Philippines, and then some from Austria in the last couple days."

Word of mouth is all the advertisement the mining-tourism spots seem to need, she said.

Sightseers don't have to come from that far either. Scott Myklebust, of Bloomington, Minn., came with his father-in-law, Larry Bishop of Grand Rapids.

Myklebust said he's been coming up north for decades to visit the

in-laws, but hadn't yet made it to Hibbing's mine view. After a few days stuck in the house due to wind and rain, the view was the perfect remedy for stir craziness, he said.

"I've seen some of the open pit mines up here, but I've never seen this," he said. "I had no idea this was so close. It's really spectacular."

In Hull Rust's case, the relationship between the mine that it overlooks, Hibbing Taconite, and the tourist center run by Hibbing Tourism Senior Center volunteers, is indirect.

MDC, although also heavily focused on unrelated genealogy research, has a more direct tie-in with offering bus tours to the mines every summer. People sign up for a closer look at Hibbing Taconite's operations, but spots are limited, Vesel said.

"We're here to serve this community. The mining industry is very much a part of the story we tell, and they're very much a partner," she said.

By connecting visitors in the area to the operations at the mines, the hope is that they come away understanding the impact northern Minnesota's mines have had on the rest of the country, she said.

"For visiting tourists, I think the Iron Range has so profoundly impacted our country," she said. "It's just amazing what this area has done nationally, and I think that story is so interesting and relevant."

The mine view also tries to connect the dots — or pellets — in visitor's heads that the taconite mined in the pit below goes on to be used to make the cars they drive, roads they drive on and buildings they work in.

"The kids see the pellets, and we tell them it came out of the mines," Stanek said. "What they're most amazed at is when we tell them that's where cars come from and your appliances at home. It comes out of right here."

Whether seeking an education or simply stopping along the road for a stretch and a picturesque view, the Iron Range's mining-related tourism undoubtedly draws people to the area. The proof is in the license plates on the cars in the parking lot or the registry books all visitors are wel-



BRIAN AROLA/HIBBING DAILY TRIBUNE

In the area from Louisiana, the Emmons get their photo taken at the Hull Rust Mahoning Mine View.

comed to sign.

Myklebust, who'd been to Hibbing in his youth for hockey but hadn't really seen much of it, was just happy to see something different in the area. Like so many American families, he said his wife and he used to take their kids on road trip vacations to see what the country had to offer. He

never thought about making a trip to the Iron Range's mining-related attractions though, which in hindsight may have been an oversight, he said.

"We used to do a lot of car traveling, and stuff like this is what we used to bring them to see," he said. "How we missed this, I have no idea. They would've loved this."



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Nearly 100 years serving region and poised for many, many more

ANGIE RIEBE
MESABI DAILY NEWS

VIRGINIA — Lakehead Constructors Inc., has a long history of serving the region — nearly 100 years worth. “We’ve been in business since 1916,” President and CEO Brian Maki said of the company, which has offices in Virginia and Superior, Wis., and has been providing construction and maintenance to Iron Range mining companies since the late-1980s.

In addition to the mining and steel industry, its markets include pulp and paper, power generation, piping and specialized mechanical services and institutional and commercial construction.

“We provide construction and maintenance also for the refineries and pipelines, and railroads, and emergency services,” he said.

The company prides itself in being innovative. Yet, it gets things done in a traditional way — with integrity, Maki said. “It is a reputable quality company that employs lots of people.”

It’s a company that has grown and adjusted

through the years and is more than willing to continue to expand its services to meet new and widening demands in the marketplace.

And that includes a new era of mining on the Iron Range — copper/nickel/precious metals — that is ready to launch.

Founded by a civil engineer named Roland C. Buck, the company began as R.C. Buck Co., and specialized in design and construction of large-scale harbor facilities. It quickly earned a reputation for innovation, honesty and integrity and soon began to include other areas of construction.

In 1934, a young engineer, Floyd Bernard, joined the business. He and two others would form a partnership, and in 1955 the company incorporated as Lakehead Constructors.

Today, “we employ more than 1,100 union trades people on the Iron Range and Duluth,” said Maki, who has been with LCI for 23 years and has served as president and CEO since 2008.

LCI does everything from rebuilding pellet



Lakehead Constructors Inc., President and CEO Brian Maki, Shawn Rojas, Manager Corporate Quality, Randi Mackereth, Vice President Construction, Randy Babiracki, Facilities Manager, and Curt Wercinski, Senior Construction Manager are pictured in the company's Virginia office.

MARK SAUER/MESABI DAILY NEWS

lines, agglomerators and taconite pellet furnaces to heavy crane service, heavy rigging, machinery setting and heavy concrete work.

The company works with all the mines on the Range and North Shore and completes projects in a five-state region, Maki said.

In addition to general construction services and emergency repairs,

LCI's specialty services in mining and steel include:

- Grate/kiln/cooler system repairs and maintenance.
- Concentrator line rebuilds.
- Structural steel modifications and repairs.
- Conveyor system installations and repairs.
- Ore storage bins and rail lining replacement.
- Coarse crusher con-

versions.

- Limestone unloading facilities.
- Mobile equipment shop facilities.
- Water intake structure modifications.
- Alignment services for grates, kilns and conveyors.
- Continuous grate system repairs and maintenance.
- Continuous grate system refractory and

brick lining.

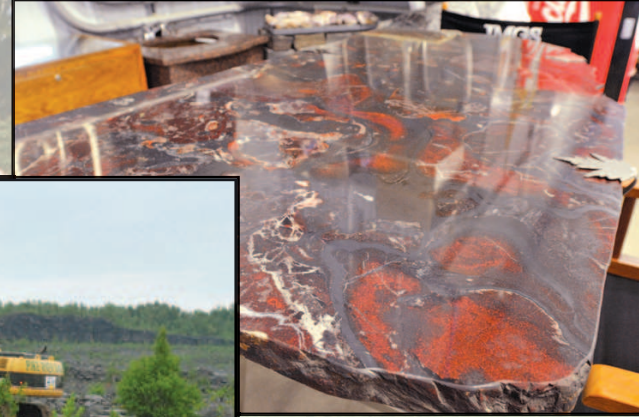
- Equipment installations.
- Heavy rigging.
- Precast tunnel construction.
- Overhead crane installation.
- Stack installation and repair.
- Emission control system installation/maintenance.
- Dust control system

SEE LAKEHEAD, PAGE 44

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LCI completing foundation work at USS Minntac's Fine Trails Pumphouse building.

LAKEHEAD

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installation/maintenance.

Some of LCI's past projects include:

- Installing new state-of-the-art ported kiln equipment for U.S. Steel's Minntac plant on two of its pellet kilns. The work for each project included cutting 96 holes in the kiln shell for the port castings, installing a rotating manifold with air valves on the kiln, new kiln brick lining, constructing a new blower building for the air blowers, air ducting, air piping to the 96 ports, and some modifications to the kiln heat shields and walkways. They were the first kilns used for processing taconite that were ported in the U.S.

The work was completed under budget and on schedule, during a scheduled plant shut-down.

- Helped U.S. Steel's Keewatin Taconite plant meet Maximum Achievable Control Technology air quality standards. LCI constructed a scrubber facility to reduce plant emissions.

Often work is done simultaneously at several plants, and LCI "keeps tabs on all of the strategic planning with the different customers we have to best use the limited construction trades people on the Iron Range in Duluth," Maki said. That includes scheduling the most ideal times to have planned outages and working to reduce several outages at once.

The company has many longtime customers, such as Minnesota Power. Cutler-Magner, a salts product company in Duluth, has been a customer since 1916, Maki said.



"Our company is based on our natural resources ... timber and taconite," Maki said.

And the challenges of taconite mining and the steel industry have long

been a part of the company's work environment. Yet, LCI has met those challenges with major plant reconstruction and rebuilding and construction to improve the effectiveness of the industry.

"The steel industry faces challenges of unfair imports right now," Maki said. "Steel is under assault from foreign dumping, and we need to let officials know we need support in action."

Maki, an Aurora native, is also supportive of copper/nickel/precious metals mining on the Range.

The 1979 Biwabik graduate, who began working in construction in high school and spent many years as a union laborer, served for several years on the Iron Mining Association of Minnesota Board. He is a longtime board member and past chairman of the Minnesota Association of General Contractors.

"We are very hopeful all mining projects in northern Minnesota come to fruition. I think the science and the environmental science is on the side of the project. ... I've been involved with some companies with planning and estimating," he said.

"I can certainly understand the trauma associated with mines closing and the devastating effects," added Maki, who lived for a while in Hoyt Lakes and is familiar with that situation. "People on the Range need to stand up and take their way of life back a little bit and be vocal. Good times on the Iron Range are not behind us, but right around the corner."

"We need to get our arms around and really embrace (a new era of mining) and quick bickering and start standing up for ourselves," he said.

And it's clear Lakehead Constructors Inc., will be right there to build upon that effort.



SUBMITTED

LCI erecting steel and setting equipment at a northern Minnesota power plant utilizing a Terex Peiner SK575 tower crane and a Manitowoc 999 crawler crane.



LCI completing a tandem lift of an oil refining vessel utilizing a 16000 Manitowoc crane with a luffing jib, and a 14000 Manitowoc tailing crane.

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TIOGA NO. 2 MINE

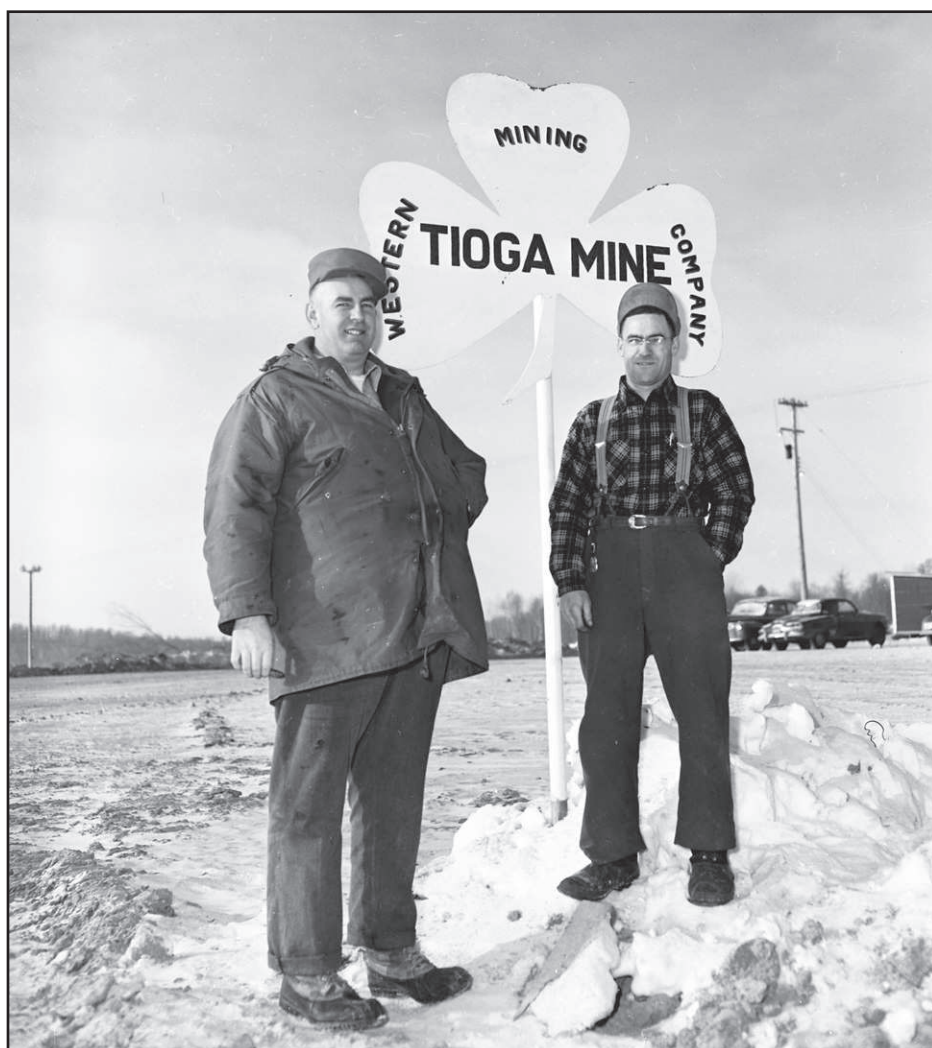
Cohasset reclaims pit for recreation

LISA ROSEMORE
HERALD-REVIEW

The City of Cohasset, five miles west of Grand Rapids, is not a community that immediately springs to mind when compiling a list of Minnesota mining towns. But from 1955 to 1961, the Tioga No. 2 mine in Bass Brook Township, part of Cohasset, shipped more than 3 million tons of iron ore. Early editions of the annual mining report to the Itasca County Board, prepared by the Inspector of Mines, listed a Tiogo mine near Grand Rapids as non-operational. The 1919 annual report stated that the lease for the Tiogo mine was surrendered by the Newport Iron Mining Company.

In the March 3, 1955 edition of the Grand Rapids Herald-Review, a map published on page 2 included the following information.

"Authority to complete projects shown on this artist's drawing has been requested by Pickands Mather and Company, managing agents of the Tioga number two property for Western Mining Company." It went on to say a public hearing would be held at the courthouse in Grand Rapids addressing plans to drain Cavanaugh Lake



Two unidentified men stand next to a Tioga Mine sign during the winter in this undated photo taken during construction of the mine.

and allow discharge into Lake Pokegama.

A story in the March 10, 1955 Herald-Review stated that no major objections were voiced during the hearing for plans for the mine.

The story explained that a big concern was not allowing "discolored water" to be discharged

into Lake Pokegama. Mining officials assured those in attendance at the public hearing "that the mining company will make sure that no red water reaches Pokegama."

An attorney for the mining company explained the permit was "necessary for the

successful operation of mining property which is expected to bring the state more than four million dollars in royalties."

The "other" major industry in Grand Rapids was also represented at the hearing. Myles Reif, general manager of Blandin Paper Com-



Ore runs into the processing plant on a conveyor belt.

pany, said that the mill, which employed 311 people, manufactured high-grade white paper widely used by national magazines.

"Color and iron have a bearing on the quality of the paper produced," Mr. Reif said, "the story stated. 'Iron discolors the pulp, with the result that the paper is darkened and the quality lowered. Color in the water makes it necessary for the plant to use a purifier which treats it chemically.'"

When asked if there was any reason to sus-

pect the mining operation "has had any effect on the water now," Reif replied, "No." He added the mill would be in favor of a check of the water to forestall any trouble in the future.

The story later explained that the state department of health water pollution control commission would inspect the Tioga water system in operation before granting its permit.

"Plans for the construction were approved earlier," the story stated.

SEE TIOGA, PAGE 46



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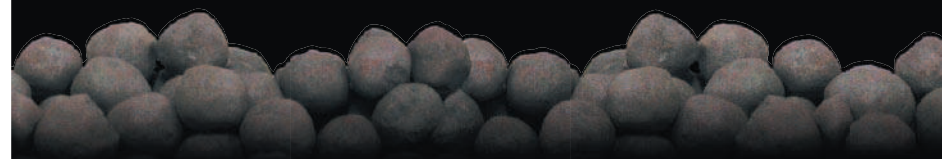
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TIOGA

FROM PAGE 45

In the April 14, 1955 edition of the Herald-Review, it was reported that rail lines were being installed "to handle the heavier traffic which will result from operations of the Tioga number two iron ore mine southwest of Grand Rapids. An eight-mile stretch of rails which weigh 115 pounds to the yard is being completed between Gunn junction and Cohasset."

Just a couple months later, the June 9, 1955 Herald-Review featured a picture of the first ore shipment from Tioga No. 2, along with a short story.

"First iron ore from west of the Mississippi river (sic) was shipped this week from the Tioga Number Two mine," the non-bylined story said. "The beneficiation plant began operations on a trial basis early this week. The first cars were loaded on Tuesday."

"The Tioga properties five miles southwest of Grand Rapids are owned by the State of Minnesota. They are under lease to the Western Mining Company, for whom Pickands Mather & Co. are operating agents."

"Deposits of the Tioga mine have been explored and considered for several decades. Serious hazards to development of the mine were presented by the closeness to Pokegama lake, and by the light and wet character of the overburden. Recently developed methods of

treating the low grade ore were necessary to make development of the mine practical.

"Surveying of the mine began in August 1952. Stripping of a test pit to see whether water conditions could be handled were started in March, 1953. In July 1953 initial stripping of the main pit was undertaken. Since that time a substantial amount of ore has been uncovered in the pit. Shop and office buildings have been constructed, the modern beneficiation plant has been built, railroad facilities have been extended into the area and tailings basins have been developed. A conveyor belt from the bottom of the pit to the beneficiation plant is nearing completion."

Beneficiation is a process to concentrate low-grade ore.

According to the 1957 Mining Directory of Minnesota, 3.6 million of available tonnage was available in 1956 at Tioga No. 2. In 1955, 405,749 tons were shipped and 564,517 tons were shipped in 1956. The 1962 Mining Director of Minnesota listed Tioga No. 2 as inactive and listed the following figures for tons shipped: 742,702 in 1957, 674,488 in 1958, 358,745 in 1959, 782,834 in 1960 and 213,636 in 1961 for a total of 3.742 million tons shipped. The directory listed the mine operated between 1955 to 1961 by Western Mining Company, with Pickands Mather and Co., as agent.

The Annual Report of



Inspector of the Mines, Itasca County, reported the following average yearly employment figures: 204 in 1955, 191 in 1956, 196 in 1957, 201 in 1958, 109 in 1959, 154 in 1960 and nine in 1961. In the 1961 report, the mine was listed as "stockpile."

The yearly reports listed a total of three non-fatal accidents and one fatal accident at the mine. The fatal accident listed in the 1955 annual report stated that Arthur Birch, 22, was killed on Sept. 11, 1955 when he was "struck by a chunk of ore which was rolled off grizzly rail while cleaning up around

crude ore pocket."


Details are sketchy as to why the mine shut down operations. A search of Herald-Review newspapers of the time did not offer any reports of the mine closure. A short article in the May 5, 1960 paper reported that a new assistant superintendent of the mine was named. The next mention of the Tioga No. 2 mine found was in an article in the Nov. 9, 1961 Herald-Review about the loss of iron ore valuation for School District 318, the school district for Grand Rapids. The article stated that Tioga was no longer operating.

A search of Skillings Mining Review, a comprehensive weekly mining publication, from 1960 to 1961 did not reveal the closure of the Tioga mine, despite listing the closing of other Pickard Mathers and Co. mines.

One story in Skillings Mining Review doesn't not address the closure but could allow for speculation on the mine's closure. In the Dec. 17, 1960 issue, a story was published about an address given to St. Paul businessmen by Pickard Mather and Co. general manager of the Lake Superior mining division. In the story,

Everett Joppa predicted production of iron ore in 1961 could be as much as 20 percent below the 1960 demand.

While the mine has been abandoned, the area has not. Now referred to as the Tioga Pit, today the former mine area is maintained by the City of Cohasset and features a popular swimming beach. It's also a destination for mountain bikers, and the Grand Rapids Itasca Mountain Bicycling Association is working on a mountain biking trail with blessings from the City of Cohasset.



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Steel Dumping in U.S. threatens American industry

United States Steel Corp. and the United Steelworkers are extremely concerned about the viability of the American steel industry, including iron ore mines in Minnesota, if South Korea and eight other countries keep dumping their steel products into the U.S. market in violation of our country's trade laws.

About one year ago, U.S. Steel and other domestic steel companies filed a trade case against the countries, based on an intense surge in under-priced steel products imported into the U.S. market. We strongly believe these products are being illegally dumped into our country at prices below market value and in ways designed to circumvent U.S. trade laws. U. S. Steel's trade case is currently pending with the U.S. Department of Commerce, and a decision is expected in mid-July.

Our country has trade laws that serve as the last line of defense for American companies and workers threatened by illegal trade activity. When these rules are not effectively enforced, American jobs are placed in jeopardy.

If the federal government doesn't aggressively enforce our country's trade laws, Minnesota mining operations will become vulnerable and jobs will be threatened, including the 583,000 steel-related jobs across the nation.

The steel products that are being dumped into the U.S market are called oil country tubular goods (OCTG). These steel pipe products are used in energy production and play a critical role in our nation's progress toward energy independence.

In 2008, Chinese steel companies

aggressively dumped these same products into the U.S. market, causing pipe mills across the nation to close or operate at less than 30 percent capacity. Thousands of steelworkers were left without jobs. The unfair dumping in 2008 hurt Minnesota's iron mining operations as well.

The industry fought against the illegally dumped Chinese imports and won, and we now need to achieve the same result in 2014. Chinese imports of OCTG dramatically declined from more than 2 million tons in 2008 to trace amounts in 2013. This is proof that our economy prospers when domestic companies and steelworkers have a fair chance to compete in a rules-based market.

South Korea's continued violation of our country's trade laws threatens

America's steel manufacturing and mining jobs, and inhibits our ability to invigorate our economy. Foreign countries can not be permitted to continue blatantly violating our laws at the expense of our workers, their families and our communities.

The Iron Ore Alliance will continue to work hard on this important issue and to share information so we can continue employing, operating and investing in Minnesota.

To learn more, visit AmericanManufacturing.org or IronOreAlliance.com.

Chris Masciantonio of U.S. Steel Corp. and John Rebrovich of the United Steelworkers are co-chairs of the Iron Ore Alliance and are regular contributors to MINE editions.

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