Dedications

My great-grandfather Cyrus Eby, my grandfather Jeremiah, and my father John spent a lot of time in the forests near Brutus, Michigan. As a child, I wanted to be a woodsman. My father told me about “widow-makers”. My uncle Harvey Eby was killed in a logging accident. He left a wife, a baby, and an unborn child. A list of many more accident victims is on page 45.

Forty photos from the collection of Phil and Mag Eby Nolt
In 1875, Emmet County was covered with forests of large trees. In 1925, the forests were nearly completely cut and most mills were closed. Lumbering and milling had been major industries for about 50 years. This story is about the mills and railroads that handled the timber. The owner or manager of the principle mills is identified and location of the mills is usually given.

Harbor Springs is mostly omitted because it has been so well covered in “Harbor Springs: A Collection of Historical Essays.” The Petoskey area has also been researched and published. The lumbering era happened later in Emmet County than in all other Lower Peninsula counties but earlier than the Upper Peninsula.

I encourage comments, corrections, and suggested additions. There is no special order to the township/towns in this book.

1. Pellston  
   Railroads  3
2. Van  
   Ely  20
3. Brutus  
   Maple River  21
4. Alanson  
   Springvale  24
5. Oden  
   Conway  28
6. Sturgeon Bay  
   Bliss  29
7. Carp Lake  
   Levering  35
8. Cecil Bay  
   Cross Village  36
9. Pleasantview  
   Center  38
10. Readmond  
    Friendship  40
11. Harbor Springs Railway  41
12. In Memoriam  45
Primary sources for this book

Personal Interviews

Michigan State Archives

Emmet County Register of Deeds and County Clerk

Pellston and Petoskey newspapers and their correspondents

Other newspapers that were perused by Carl Bajema

Old existing railroad grades that were looked at by Carl Bajema, Bruce Gathman, Charlie Conn and Maurice Eby

Old Michigan Conservation maps that had railroad grades noted. These maps were published for many years
Pellston

The mills of Pellston processed a huge amount of timber for many years and it was well recorded. See the newspaper building in the below photograph. I found much material about Pellston so this area is much better covered than the other townships and towns. Pellston was truly a sawmill town as mills were the only industry in town. Five mills can be seen in the below picture and another is hidden by the [smoke?]

The book “PELLSTON; The Dream, The Reality, The Community” has many pictures and other information that adds to what I have found.

There were a few small sawmills in Pellston before the big mills came in 1901-03 but none lasted very long.
William Pells; Charles and Hannah Bogardus

William Pells was a rich land speculator from Illinois who bought most of the land in the Pellston area from about 1874 to 1884. He and his son, Edgar, started the village of Pellston but did little with his forests. After their deaths, Hannah Pells Bogardus inherited the land. Hannah and Charles Bogardus moved to Pellston in about 1902. They had a life of many successes before starting this project at about age 60. They started mills, harvested and sold the timber, and developed the village. They lived in a modest house, and were well liked. Much has been told about Charles Bogardus so this biography is short. I have more about Bogardus in my book about the History of Maple River Township.

Bogardus Mills – Pellston

During the winter of 1900-01, Bogardus timber crews were cutting and hauling logs to the east branch of the Maple River about 400 yards north of Riggsville Road. The East Mill was built in the summer of 1901 and was a large sawmill. Bogardus started to build a railroad from Pellston to Cheboygan. The grade can still be easily seen from Pellston to Douglas Lake. In September of 1906, a railroad track was laid to the East Mill. This was part of the planned Bogardus R.R. to Cheboygan. A few years later, Bogardus declared bankruptcy.

The Pellston Planing Mill Company started in April of 1902. This mill was also called the Sash and Door Company, and was under the management of Thomas Kirby. Kirby had a large interest in this plant which grew rapidly. A kiln was added in 1904 and an addition was made in October of 1904. Bogardus bought the Kirby interest in June of 1905. In September of 1905, a 40 x 50 boiler house was built across the road to the south. A conveyor belt went over Robinson road between the two buildings. (see photo on next page)

The Planing Mill doubled in size in 1906 and expanded again in December of 1907. This mill was very busy for several years and employed 20 persons in 1909. After the Bogardus bankruptcy, it continued to operate. McManus of Petoskey bought it in 1914 and it was known as the Northern Michigan Lumber Company but it closed by December of 1917.
A little known Bogardus company was the Pellston Turning and Manufacturing Company. It started in December of 1905 as part of the Planing Mill, but under separate management. It became a corporation in 1907 and occupied part of the planing mill buildings. Fred Baurle was president. It employed 25 persons in 1909. No mention of the turning mill is found after 1909.

Another Bogardus mill was the Lakewood Mill near Levering. Bogardus bought this plant, woodlands, and 52 dwellings in 1907. The mill closed in December of 1909 because of lack of timber. Ray Kalbfleisch wrote a great piece about Lakewood with many pictures in “Yesterday’s People Revisited.” It is this writer’s humble opinion that this purchase was one of the worst business decisions of Bogardus.

Bogardus also owned a saw mill at the north end of Burt Lake. The mill operated in the summer of 1908, but I found no evidence of operation at any other time. It was not mentioned in the bankruptcy papers. I believe that I found the location and it is indicated by GPS marks on page 20.
The Potash Factory was on Bogardus land but Bogardus did not own it. The Perkins Potash Factory started in 1905. It used the saw dust from the many mills in Pellston. Pellston did not have a huge sawdust pile like some towns. Herbert Beebe bought the plant in 1907 and sold it to August Schwartz in 1910. Schwartz bought the land from the bankruptcy and owned the firm until 1921. Seeley Tortellet owned the plant from 1921 to 1925. The potash plant was where the Pellston baseball field is today.

It is generally reported that Bogardus was $12,000,000 in debt when he filed for bankruptcy in 1910. His corporate assets were small and the hydroelectric dam was the most valuable thing that he owned. Charles Bogardus had been a master at making corporations in order to borrow money. Somehow Bogardus found a way to give his land in Cheboygan County to the University of Michigan Biological Station. Charles died at Pellston in 1929.

Tindle and Jackson Mills – Pellston

Tindle and Jackson signed an agreement on October 7, 1901 with Bogardus to build mills at Pellston and received rights to thousands of acres of timber. It was really a generous arrangement for Tindle. Tindle & Jackson bought hardwood forests and Bogardus kept the Pine forests. Tindle also bought 6,000 acres of woodland from the Thomas Foreman Co. whose mill had burned in Petoskey. In 1903-04, Tindle bought 5,000 acres from Cobbs and Mitchell. During the summer of 1902, Tindle started building the mills. Walter Merris came from Buffalo in 1903 and was possibly the top man at Pellston. Casper (Cap) Merris, his son, was an important source of information for me.

The stave and hoop mill began on February 1, 1903. The lath mill and headings mill began on March 1, 1903. The big sawmill started on March 1, 1903 and doubled its capacity in April of 1904. The Alba mill of Jackson and Tindle burned in June of 1904 and logs were shipped to Pellston from there. The largest handle mill in the world started operating at Pellston on January 4, 1905. A newspaper story also once said that the hoop mill was also the largest in the world. Over the next few years these mills were very busy and expanded at times.
This Jackson and Tindle Mill burned in 1914. The mill on the cover page was built on the same spot later in 1914.

In 1909, Tindle bought the shingle mill of William Raymond which was up the West Branch. At the same time, a heading mill was moved from Cedar Springs to Pellston. Thomas Tindle died in 1909, and Willis Jackson became company president. The company name was changed to Jackson and Tindle. Jackson had married Tindle’s daughter. The big sawmill burned on August 17, 1914. It was quickly rebuilt and back in operation in December 1914. The local timber stands were nearly exhausted in 1923. The Jackson and Tindle Railroad was pulled in 1923, and the remaining logs in the Pellston area were taken to the mill with horses.

Jackson had purchased large tracts of timber near Trout Lake in the Upper Peninsula and took the railroad equipment to that area. The logs were hauled to Pellston for milling, so the Pellston mills continued for several years with UP timber. The handle mill closed in 1930, and burned on June 24, 1932. The company had a sawmill crew of 20 in June of 1932. The final closing date was probably in 1934. The sawmill was dismantled, sold to the Michigan Maple Block Company, and moved to St. Ignace in or about 1938.
Jackson & Tindle Lumber Mills and Railroads

1917 Sanborn Fire Maps except for Hoop Mill which was superimposed from 1907 Map.

Mill Pond

Log Boom

Hoop Mill

Heading Mill

Jackson & Tindle Handle Works

Robinson Road / Mill Street
Railroads and Mills of Bogardus

These maps are created from the 1907 and 1917 Sanborn Fire Maps.

These Pellston area maps are correct in detail and scale except for the left side of this page which Sanborn did not map. Maurice Eby configured this with some educated guessing. Maybe there was a railroad wye in this area to turn the engines around.
Pellston - A Major Sawmill Town

For many years, this "intersection" was one of the biggest shipping points on the G.R.& I. RR.

This page is aligned to the right of page 10, and page 9 can be aligned to the left of page 10. Some of the buildings on these maps existed at different times. The railroad grades of pages 9 and 12 are still easily seen. Most are on public land.
This area is to the north of page 9. All trains to the forests went over the Maple River Bridge in the upper left corner.
Tindle and Jackson – The People

Thomas Tindle came to America from England. He worked for businesses in New York for about 23 years and learned the skills of the cooperage (barrels) business very well. In 1878, he started his own business at Buffalo, New York. Thomas’s son Frank and son-in-law Willis Jackson worked for the company. The company was known as Tindle and Jackson. In 1892, they started mills in Michigan, and soon had mills in Bellaire, Gaylord, Alba, and Thompsonville.

By 1897, they were called the largest manufacturer and dealer of cooperage stock in the world. The addition of Pellston in 1902 was a new direction for the company into lumber and handles. Willis Jackson was at Pellston often although he lived in Buffalo. After the Pellston mills were going good, the company started a mill at Munising, Michigan. Tindle and Jackson had about forty very profitable years in Michigan [and elsewhere.]

What happened to the company? The great depression hit, business declined, and the Lower Peninsula forests were gone. The Pellston mill finally closed in 1934 and Munising soon after. In addition to the declining mills, the Jacksons lost part of their fortune to bad investments in other businesses during the depression.

Cap Merris remembered the Jacksons quite well. His family went to Harbor Springs to meet the Jacksons at their yacht. Cap’s father made a good living working for Jackson, and he put his extra money into Pellston bank stock. He lost a fortune when the bank went bankrupt during the depression.

Were Tindle and Jackson good for Pellston? I think so. They had built a popular huge department store in Pellston. The company provided full employment in the area for nearly thirty years. They sold much of their property at good prices to new settlers and the rest became public state land.

Suppose Tindle and Jackson had not come to Pellston. All the trees would still have been cut, but the logs might have been hauled to Petoskey, Cheboygan, or Cadillac for milling. The bustling mill town of Pellston may not have existed.
These two pictures of the Handle Mill were taken from opposite sides and several years apart. See the cattle below by the mill.
Pellston Mill Finishes Run

An essay about the timber and mill history of Pellston by an unknown writer

*Petoskey Evening News*  May 1, 1930

The day that began its inevitable approach half a century ago, when the whirring saws of Pellston’s first saw mill set their teeth in their first hungry bite, has at last arrived on the swift wings of time. No more timber is available for sawing at Pellston at this time, and there is no more in sight. The last log from the once large timber holdings of the Jackson and Tindle Corporation in this region has been run through the mill, and the band saws screaming voice that has incessantly rent the air of the town for so many years seems to have been silenced for good, while the huge saws, themselves, hang in a listless idleness. At their option, those of the mill crew who want the employment will be taken to the Jackson and Tindle mill at Munising where several millions of feet of lumber are waiting to be sawed. It is just possible that another tract of timber will be purchased by the company in the Upper Peninsula and the Pellston mill set to operating by another winter, but in this contingency there is nothing certain. Rather, from the present aspects of the conditions, it seems that the lumber era for Pellston is practically past.

Pellston’s beginning was literally hewn from the massive stand of virgin pine by which the saw-mill village in its early days was hemmed on every side. High timber value in those days was contained mainly in the magnificent standings of white pine prevalent throughout this section of the state. And such a stand was present in the Pellston area; its being there accounted for the founding of the village. But the saws went shrieking on, and car load after car load of clear resinous lumber found its way into the streams of commerce, and played a major part in the home building program of the land at that time. All with the ultimate result that the pine supply in its natural state in the vicinity of Pellston met with total exhaustion.

And after, one by one, the noble trees which had stood en-masse since long before civilization were aware of their existence, had been brought crashing to the earth that bore them, the time is now when the extensive evergreen forests, cool in summer, and whose depths were ever permeated with the pleasant tang of ozone;
where the creatures of the wild found peace and protection from the wintry blasts and the natives primitive spirit was lulled by music as could only be produced by the breath of nature playing among the aeolian harp strings of the lofty pines are existent only in the memories of a few. The extensive plain, where sentinel-like, they stood for an eon is marked by their passing only by fire charred lifeless stumps over which the wind moans emptily.

When the pine was gone, the large outlying forests of hardwood stood out attractively to the lumberman’s eye. Practically all of the virgin stands of this timber within Pellston’s range were procured by the Jackson and Tindle Co. This concern established one of the largest and best equipped saw mills at Pellston to be found anywhere in timber country east of the Rockies. The work of lumbering off the region’s hardwoods was then begun in earnest. Steam railways were constructed which connected the mill with lumber tracts twenty miles distant, and all the tracts more proximate. Lumber camps were erected in all sections of the forest and from then on, the woods rang with the lumberjack’s song and his cry of “timber!” Axes bit deep and the rasping of cross-cut saws always terminated in the thundering descent of another tree-giant whose forest life was thus swiftly brought to an everlasting finish. The routine continued through the years until the last lone square mile of local timber was left standing near camp nine [section 31], located a few miles west of Pellston, and the supply of saw logs to keep the mill busy was being supplemented by raw material from above the Straits of Mackinac where the company possessed considerable holdings of timber lands about Kenneth. In the winter of 1928, however, this remaining stand [near Pellston] was logged off, and taken to the mill over iced roads. Since that time, the entire amount of timber sawed at Pellston has been brought by rail from the Upper Peninsula, but now even this source of supply has failed, and the curtains are about to be drawn, closing an episode common to all the other once timbered sections of the state.

Wow! What fantastic writing!  Postscript – Jackson and Tindle purchased more timber in the Upper Peninsula and ran for three or four more years. Cap Merris told me that the Upper Peninsula logs were not nearly as good as those from the Pellston area.
The Tindle and Jackson Railroad

The following page is a Michigan Conservation Department map from about 1939. The maps were made 15-25 years after the rails were removed so mistakes were made about the R.R. grades. This map has been modified to emphasize the locations of the Tindle and Jackson Railroad, and some saw mills. It contains all of the main grades of the railroad. The Ely Grade was a spur of the GR&I and was removed by 1910. The Jackson and Tindle Railroad was a log hauling RR and had three locomotives at Pellston. The company started construction of the railroad in 1903. The first rails went southwest into Maple River Township.

As a child, old RR grades were pointed out to me near my Ayr home. Many years later, I became interested in tracing the path of the RR grades to Pellston. The State Archives in Lansing put me in touch with other men who wanted to locate and map old RR grades. For the next several years, Charlie Conn, Bruce Gathman, Carl Bajema, and I spent much time on this study. This group studied the railroads of Emmet, Cheboygan, Charlevoix and Otsego Counties. I have walked nearly all of the Jackson and Tindle R.R., the Klise railway, and the Shay R.R., but not the other counties.

We found decent old maps of railroad grades, such as the one on page 20 and we made corrections and additions. Although some of the small railroads were narrow gauge, Jackson and Tindle was full width, but the rails were lighter than the big railroads. I have a rail that I found on State land. The lumber camps were built next to the railroads. They are shown on the accompanying map. The railroad grade in sections 21 and 22 of Pleasantview Township was from Harbor Springs and the two railroad grades met in section 23.

Most of the old camp sites are now on private land, but the best old site is on state land. Camp 10 in section 14 of Pleasantview Township is a nice visit. You may have to walk a half mile to explore the area. Lena Schmitt told me that she walked to camp 10 as a child and the camp cook gave her a cookie. The last camp of J &T was near the Lutz home southwest of Brutus. The kitchen and mess hall were in a railroad car. I remember the camp horse barn that remained standing by the creek for many years. Carl Lutz told me that the Spring runoff water cleaned the barn each year.
The Abandoned Locomotive

I first heard a story about an abandoned locomotive in Maple River Township in about 1998. A couple years later, I heard a similar story from another source who had no connection to the first source. This person said that the engine was a small locomotive. *The Pellston Journal* had a news item that Tindle and Jackson was replacing their yard engine with a new one in 1906, the same time period that they were hauling logs from the middle of the township to Pellston.

I then took the stories seriously and spent many hours looking for the engine. I did not find it and I have stopped looking it, but it may still be there. So what happened? Either the engine was never there or it is still there or it was removed. I believe that T & J did leave a small engine in section 20 of Maple River Township but that it was removed by someone as scrap metal. This is just my opinion. Please contact me if you know anything about this engine.
Van

The Van Avery brothers owned a lot of land around Van and started a mill in 1901. It was quite large and busy for a few years. They had an equipment auction in 1912 and tore down the mill in 1915. West of Van in section 20, William Potter ran a mill from 1891 to 1896. The mill had 23 employees in 1894.

The Ely Mill

The Belding-Hall Company mill was at Ely which is six miles northwest of Pellston. The mill started operating in 1900 and the railroad track from Pellston was completed in December of 1900. This railroad existed to haul away the milled lumber. Belding-Hall went bankrupt and the mill closed in late 1908 or early 1909. Cement foundations remain of this mill.

GPS Locations

Most of the old mills of McKinley Township have visible remains today. Concrete, iron, and depressions in the ground are still obvious at these locations.

<table>
<thead>
<tr>
<th>Mill Name</th>
<th>N 45 Degrees</th>
<th>W 84 Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belding-Hall</td>
<td>34.740</td>
<td>51.268</td>
</tr>
<tr>
<td>Tindle Handle-Mill</td>
<td>33.035</td>
<td>47.652</td>
</tr>
<tr>
<td>Tindle Saw-Mill</td>
<td>33.125</td>
<td>47.688</td>
</tr>
<tr>
<td>Tindle Shingle</td>
<td>33.392</td>
<td>47.937</td>
</tr>
<tr>
<td>Bogardus East</td>
<td>33.162</td>
<td>45.059</td>
</tr>
<tr>
<td>Bogardus Burt Lake</td>
<td>32.473</td>
<td>40.063</td>
</tr>
<tr>
<td>Planing Mill Boiler House</td>
<td>33.054</td>
<td>47.271</td>
</tr>
<tr>
<td>Cadillac H. Engine House</td>
<td>33.285</td>
<td>48.071</td>
</tr>
<tr>
<td>Van Avery Mill</td>
<td>35.740</td>
<td>46.958</td>
</tr>
<tr>
<td>Reiter Mill (Levering)</td>
<td>38.116</td>
<td>47.444</td>
</tr>
<tr>
<td>Lakewood</td>
<td>37.284</td>
<td>46.905</td>
</tr>
</tbody>
</table>
Brutus and Maple River Township

Maple River Township was the Wooden Handle Capital of the World in the years around 1908, because of the Hinkley Mill at Brutus, the Ayr Mill, and the Tindle & Jackson Handle Mill at Pellston which was in Maple River Township. They produced millions of handles per year.

Abe Oberholtzer owned the first sawmill somewhere near the Ayr corner. It started in 1878 and was sold to Elias Snyder in 1879. Snyder rented the mill to John Mummert and Moses Weaver. Mummert and August Lightningstar bought the Snyder land and sawmill in section 19 in 1882. Lightningstar left in 1886 and Mummert operated alone until he died in 1891. Alonzo and Frank Crapsey started their mill in 1892. They possibly bought the Mummert mill and moved it a short distance north. They added handle-making equipment.

Jacob Shafer obtained the mill in 1902 and sold to George Bennet in November of 1903. Bennet died in the mill “soup-hole” in February of 1906. A soup hole is a very hot water tank that is used to wash logs before milling. Anderson and Potter owned the mill in 1908. It burned, along with 35,000 handles, on February 13, 1909 and was not rebuilt.

Henry Bull started a mill in Brutus in 1882. A Grand Rapids paper reported that “over 300,000 feet of Birds-Eye Maple has been cut into lumber at the Brutus mills.” This must have been the Bull mill.
This writer first thought that this was an exaggeration but later found other reports of the abundance of Birds-eye Maple in the area.

During the 1880’s, many train cars of logs and wood products were shipped from the Brutus siding. Bull sold the mill in 1887 to H.C. Goodrich who ran a mill in Brutus until 1901. He called it Brutus Manufacturing.

Some of the biggest lumber mills in the area were owned by the Hinkley families. Myron Hinkley had a fruit packaging manufacturing company in Benton Harbor. Some of the wood products from Brutus were sent to Benton Harbor to be made into packages of many sorts

In 1893, Homer Hinkley started a stave mill at Brutus. He also bought the Goodrich handle mill. Dana (often called Harry) joined his uncle in 1901. In 1902, Dana [or his father] bought out Homer. The mills prospered. A news-paper reported in 1907 that 40-50 loads of logs were coming to the mill every day. A railroad spur ran to the mills. A R.R. car can be seen below. The Brutus mill made about 1,000,000 handles a year. Clarence Mummert, who had just returned from the war in the Philippines, met a gruesome death in the “soup hole” in 1910.
Dana was elected to the State legislature in 1910, 1912, and 1914. He sponsored Workmen’s Compensation legislation and soon after passage, another Brutus man was killed while working for Hinkley. The widow, Mrs. Stimpson, was one of the first beneficiaries of the Act. Dana Hinkley closed the Brutus mills in September of 1913 and moved the handle mill to Alanson where it ran for 11 more years.

Christian Bontrager bought the land at the forks of the Maple River in 1884 and built the first dam and water powered sawmill. The Dilman Bros. bought this mill later in 1884 and ran it until 1888. Jacob Shafer made shingles at the site from about 1892 to 1897. In 1901, Bogardus bought the area for his hydroelectric dam. Frank Gregory lived near the river and had a portable mill that worked in many locations.

David Tyson started a sawmill in section 22 (Buckhorn farm) in 1886. A newspaper story said that the building was “an immense structure.” He sold it to the Bechtel family in 1887. Henry, Jesse, and Merrit Bechtel had a sawmill from 1887 to about 1898. Maxfield bought this mill in about 1899 and usually leased out the mill. It burned in 1920 and was not rebuilt.

John Quinlan had a lathe and saw mill north of Brutus from 1906 to 1908. It burned in a forest fire. There were many forest fires in the area because of the dry slash from previous logging. Bogardus had several lumber camps in the township and the largest was Campbell’s Camp which was near the East Mill.

Evidence still remains of a “Kentucky Woodcutters Camp” near the intersection of Sunny Ridge and Valley roads. I found an old medicine bottle within a cabin foundation. Men from Kentucky brought their families and lived in small cabins while they cut cordwood in 1921-22.

Several Ayr farmers started small handle mills in the 1890’s but closed by 1906. These were John Warren, Moses Weaver, Patrick Burns, Tom Linehan, and the Clark brothers.
The Alanson Sawmills

Banwell has five excellent pages about Alanson sawmills in “Alanson, Our Town.” Arline Browne included Alanson mill history in her book “In the Wake of the Topinabee.” I am adding other facts about Alanson sawmill history. Sawmill and logging history is unique in Littlefield-Springvale townships in that many loggers hauled logs to the lakes and they were floated to the Alanson mills.

1. “Hinkley Mill” [just north-west of M-68 bridge, see map below.] John and George Friend had the first mill at this location in 1885 on Bonz land. In 1886, Bonz sold this land to Salliotte and Raupp. This was called the Ormsby Mill at that time. In 1892, the mill and land was sold to Myron Hinkley. The Brutus Handle Mill was moved here in 1913, as the bowl mill was closing. The Hinkley family owned the mill until closing in 1924. The Hinkley companies owned a tug to pull booms of logs to Alanson.

2. “Bowl Mill” Fox and Williams had a small mill in 1883-84. Poole and Frayer had a mill in 1885-86. J.S. Newberry owned the mill in 1886-89. He made shingles, and the mill burned in 1889. George DeForest of Chicago bought the property in 1890 and started bowl manufacturing and James Teachout was the plant superintendent. DeForest died in 1899 and Mrs. DeForest sold the plant in late 1900 to Francis Hinkley Moore. Milton Bonz and C.D. Ormsby had a minority interest in this mill, which was called Alanson Woodenware Co. Banwell says that Bonz moved the mill to Munising in 1910, but Browne states that the bowl mill ran until 1913. I tend to agree with 1913. Bonz went to Munising in 1911 to manage the newly built Munising Woodenware Factory and the history of that mill says the equipment came from Kalkaska.

3. “Shingle Mill” [at lagoon on Lagoon Drive] L.C. Whittier started the shingle mill in 1890. Martin Markham, the most well-known mill operator and owner, started running the mill in 1892 and probably owned it by 1895. He quit after cutting his leg off in 1912. Earlier, he had cut fingers off. He lived to a ripe old age. At times, Markham had partners. The shingle mill is not mentioned after 1913. [The Shingle Mill is in the picture just beyond the lumber piles where the smoke is coming out.]
4. “Merchant Mill”  The Sinclair, Phillips, and Co. Mill was south of the swinging bridge in 1894-95, and across the river from the shingle mill. In 1895 a newspaper stated that “It will be the largest plant in town when it is finished.”  A railroad spur ran to the property that was a gathering place for hemlock bark that was shipped to the Kegomic Tannery. No mill existed in 1897 so it must have failed.

A large, short-lived, and well-known mill was Fred Merchant’s at this location. It started in 1903 and ended August 19, 1910 with a spectacular fire. Browne wrote about Merchant’s Mill, “This was the largest lumber operation in town. More than a million board feet of lumber was piled along the river and behind the mill. It was all beautiful hardwood, much of it Birds-eye Maple. All of the lumber was destroyed.” After the fire, Merchant did not rebuild. He also had a mill fire previously in Petoskey. He had a tug to haul booms of logs to Alanson. [Merchant Mill shown below in distance, right]

Several businesses and public buildings in Alanson have large old historic photographs on their walls. Alanson has a good museum on River Street.
Springvale Township

The largest township in Emmet County had relatively little saw milling activity. Timber was taken to Crooked and Pickerel Lake and floated to Alanson or Conway. My wife’s grandpa Rickard Johnson was one of the teamsters who hauled logs to Pickerel Lake. The family always said that he and his horses were the best.

Other timber was hauled to Cadillac on the Cobbs and Mitchell Railroad which was in the southern part of the township. I do not know enough about the location of this R.R. to include a map. A well-known mill was owned and started by William Purchis in 1885. After he died, sons Bert and Homer owned and operated the mill until about 1912. It was small and near the old Epsilon Post Office.

William Lyons started a mill in 1891. It was larger than the Purchis mill. Later, wife Anna and son Elias owned and operated the mill until about 1915. Another small mill also existed at the site about one mile north-west of Epsilon. Robert Gregg owned the largest mill. It was near the south shore of Pickerel Lake. He started in 1900 and made handles. From 1906 to 1908, the Bibb Broom Corn Company owned this mill.
Oden

The Northern Michigan Lumber Company built a very large mill near Oden at what is now known as Indiana Point in 1890. R.G. Peters owned it. A railroad spur ran to the mill and onto the lake on a pier. Peters had plans to run his own railroad north into Ayr but it did not happen. The mill area was called Tanderagee.

A fire destroyed the mill on August 28, 1892. The loss was $100,000 including 2,000,000 board feet of lumber. The company employed 100 people. When NMLC sold the property to Curtis in 1901, the deed said that a mill existed. A mill was operating in 1902. Browne stated that “two mill sites existed here; one on each side of the spur. Both mills were destroyed by fire before they had been in operation long.”

Conway

In the early days, William Dodge owned most of the area and the mills were located on his land, but tax records do not indicate where the mills were. Phillips and Wine moved a mill from Pleasant View Township to Conway in 1880. It was the first area mill and ran until about 1883.

Caldwell and Co. owned a mill from 1884 to 1889. Charles and W.C. Lyons operated this mill from 1890 to 1892. The McFarlane Brothers bought the Lyons mill in January of 1893. They were log hauling contractors before this purchase. They built a new mill in 1895 near Crooked Lake. The mill blew up in 1898 with loss of life. The mill was rebuilt and operated until 1907. The mill was closed and the McFarlanes moved to Oregon.

Jay Newberry started a shingle mill in 1889, and Thompson, his manager, became his partner in 1893. Thompson and Austin owned this mill from 1894 to 1897, and C.W. Lyon ran this busy mill from 1898 to 1903 or longer. A shingle mill also existed south-east of Graham Point from 1892 to 1895. It was owned by David Hastings.

The Conway Lumber Company, owned by Fochtman and Feiley, built a new mill in 1914. The company hired about 10-15 workers. They cut and sold logs before 1914. The mill closed in about 1918.
Sturgeon Bay, Bliss Township

The Petoskey Record of August 29, 1883 reported that “The hard wind of Monday blew over the dock at Sturgeon Bay. The Overholt Brothers had almost 100,000 feet of lumber on it at the time. They will save the most of it but at considerable expense.” The Overholts had a sawmill at Bliss from 1882 to 1887. Their mill was two miles inland.

Albert Klise started his career in lumbering in the Muskegon area. Klise bought 160 acres on Sturgeon Bay in October of 1895 and started his sawmill and lumber company on the beach. He had partners who helped finance expansion.

He bought many timber parcels in Bliss and Carp Lake Townships and leased others. Klise had his own lake schooner to haul the lumber away. The dock was made by putting rocks within a setting of pilings, so rocks remain at the dock site on this otherwise sandy beach. Sturgeon Bay became a small town with a Post Office, store, houses, and boarding house.

Main Street in Sturgeon Bay

29
Klise started his own railroad in 1900 to haul logs to the mill. The railroad became about 20 miles long. The map on page 30 is another old map that was modified with the added re-discoveries of Carl Bajema, Charlie Conn, Bruce Gathman and Maurice Eby. A major assist came from Dean and Dirk Shorter. Most people are unaware that a railroad ran from the mill to the north shore of Wycamp Lake.

The available timber and the mill came to an end in 1913. Sturgeon Bay has become a ghost town with only railroad grades, building foundations, and underwater pilings to be seen. To see this, approach the lake on West Sturgeon Bay Trail. The building foundations are visible on the left just before the turn toward the north. I have swum into the lake to touch and stand on the old pilings.

After 1913, Klise and Sons had mills near Gilchrist [Rexton] in the Upper Peninsula and operated other very successful businesses in Petoskey and Grand Rapids. When Cross Village had a bad fire in 1918, Klise offered his vacant buildings as shelters for the homeless.

The Boarding House at Sturgeon Bay
I am sure that someone has a better map of Old Sturgeon Bay Village than I am presenting, but I have not found it so here is one from Gill Fuller and me. In 2003, Gil Fuller of Levering and Colorado sent me some of this information. I have added some of my own. More buildings existed than are shown.
Other Bliss Township Mills

Hiram Munger was a major timberman in the area for maybe 20 years, and had a small mill for a few years. Jocelyn and Dolph had a shingle mill in 1899-1900 and worked in several locations. It was moved to Walkers crossing in 1901. Clayton Van Luven had a mill about 1912 to 1914 or longer.

William O’Neil was a well-known lumberman who lived at Bliss but his fame came from being a superintendent in many large mills in northern Michigan. He was at Cecil Bay for many years. O’Neil was the first man in the state to introduce the use of the cross-cut saw in felling trees instead of the old method of chopping. The method was quickly adopted by most of the lumbermen of the state.

Some of this information about Bliss township comes from Kalbfleisch, and “A Century of Bliss” by Lee.

Levering

The village had a railroad siding after the building of the R.R. in 1882. Logs were shipped from the siding for a few years. The first mill was built in 1885 by M.E. Stockwell at the corner of the railroad and West Levering Road. He sold to the Fisher and Wilson Company in 1887. M.D. Olds obtained the property in 1892. Olds leased the mill to different people while owning. It may have been called the Walker Mill from 1894 to 1897, and the Swartzmiller mill for a while. This mill seems to have closed by 1900.

The biggest mill in town was mostly known as the “Reiter Mill.” It was started by Lawrence Welch in 1887 on the corner of the railroad and Mill Street. Marian Palmer later joined the business and owned it until 1901. Van De Meer and Timmer owned from 1901 to 1904. John Reiter may have been the manager. Longfellow and Skillman owned from 1904 to 1905 when the mill burned down. The Hinkley family from Brutus and Alanson rebuilt the mill. John Reiter continued to be the operator and may have been buying the mill on contract. The mill may have closed in about 1924. Reiter died in 1925.
The Levering Stave Manufacturing Company was started in 1909 by the Walker Brothers. John Hoar owned the mill from 1911 to 1917.

The Barker Cedar Company started a mill one mile south of Levering in 1898. It was a big operation but had financial problems quickly. In 1903, it was purchased by R.G. Peters of Manistee and he renamed it Lakewood. Bogardus bought this plant and 52 dwellings in May of 1907, and continued the operation. The mill closed for lack of timber in December of 1909. The mill was sold and moved, and some of the buildings were moved to Pellston. (Also see page 14)

Information about Levering mills was taken from the Schmalzried book and expanded with deeds, business directories, and tax records. “A History of Levering, Michigan” Mervyn and Ruby Hoar Schmalzried and Sally Byard Schmalzried
Carp Lake Township

Walker’s Crossing – The first mention of a mill is in 1899 when the GR&I R.R. was taxed for a shingle mill at the siding. Jocelyn and Hulse had a shingle mill from about 1901 to 1905, and Smith and Sutherd had a shingle mill in 1906-07. Bair and Hoskins had a saw mill from about 1906 to 19.

Carp Lake Village area – The first mill started in 1884 and was run by J.D. Rawdon. It was along the lake just south of Gill Road. Rawdon and Jocelyn also owned a shingle mill in the area in 1893-94. About 1902, Rawdon sold to Allen Hoag who operated until about 1912.

Jacob Hulse moved his shingle mill from Walkers Crossing to Carp Lake in 1905-06 and operated until about 1912. The Carp Lake Cedar Co. (M.M. Hunt) made staves in 1908-1910. Carp Lake Manufacturing operated in 1915-27, and C.N. Vought owned a mill from 1910 to 1924. The following postcard was mailed in 1915, so Temple Manufacturing and Carp Lake Manufacturing were probably the same.
Cecil Bay

The longest running old mill in Emmet County was at Cecil Bay where the Carp River enters Lake Michigan. This mill ran for 39 years, but ownership changed frequently. Stories about this area are in “Memories of Mackinaw” by Judy Ranville, chapter by Ken Teysen, and “Yesterday’s People Revisited” by Raymond Kalbfleish.

William and Charles Callam Lumber Company 1878-91
Billings and Company 1891
Winklebeck and Gould 1891-93
L.T. Dickerson 1893-98
Davis and Caldwell Company –Cecil Bay Lumber 1898-1903
Emmet Lumber Company 1903-17

Excerpts from “Memories of Mackinaw”

“…..the Carp River served as a source of water for the steam engines, as a power source for the direct current electricity generator, and as a vehicle to transport logs to the mill. This later one was a limited one although four dams were built in the first five miles of the river.” The river drives were occurring in 1891.

“Wagon roads to Mackinaw City and Carp Lake were supplemented in the winter of 1910-11 by a five mile long spur line of the Pennsylvania railroad from Carp Lake to Cecil Bay.”

“In December of 1917 the Emmet Lumber Company ceased operations. For another year, John Krueger lumbered pulpwood with a small group of men. This was in an outlying area known as the Indian Camps, about a mile to the southeast. However, in the spring of 1919, a forest fire swept the area and burned 5000 cords of his stacked wood and drained his resources. The end had come to the lumber era on this side of the Straits.”

36
Cross Village

Father Weikamp had a small mill from about 1880 to 1889. It had a strange man powered cutting devise. In 1879-80, a big mill was started by L.J. Bovee. At one time, it was reported to be the largest sawmill in Emmet County. Over the years, Bovee was in partnership at different times with Kelsey, McVeen, and Howden. In 1884, the mill employed 22 men who worked eleven hours a day, six days a week. Many more men worked in the woods.

All wood products left Cross Village by boats. A newspaper of July 12, 1881, reported three or four vessels loading their cargo. In addition to lumber, cedar posts and bark were shipped.

Bovee died in 1893 and the mill was sold in 1896 to C.E. Miller or the Miller brothers who operated until selling in 1901 to Litchfield-Stevens. Litchfield-Stevens aggressively bought 10,000 acres in Readmond and Friendship Townships but decided to sell everything in 1904 to the Cadillac Handle Company.

Cadillac Handle was far more interested in the timber lands than the saw mill. Edward Burnett may have been the Cross Village mill operator from 1901 to 1908 when he bought the mill. Burnett closed the mill in 1911 for lack of timber. Thirty years of sawmilling was finished at Cross Village.

A source of information about Cross Village is “Old Arbre Croche” by Shurtleff, pages 28-29. “In addition to the mill below the bluff, there was a company office, a large boarding house, a horse barn, and a blacksmith shop. The flats between the bluff and the shore were almost completely covered with piles of lumber and wood. Schooners came in large numbers to take the lumber to market. Some of the finest Oak timber was shipped to England. With the discontinuing of lumbering operations in 1911, the mill and tramways were gradually removed, and the chip-covered flats became grassy commons. Even the dock, over which had been conveyed so many millions of feet of lumber, has fallen into neglect.”

37
Pleasantview Township

Pleasantview Township had relatively little saw mill activity but was covered by railroads that took the logs to Pellston, Harbor Springs and Cadillac. Horse drawn logs were taken to Harbor Springs. Many logging camps were in the township. [Camp 4 below] Phillips and Wines had the first known sawmill in the area but at unknown location. It operated from 1878 to 1880 and then moved to Conway. Josiah Andrus started his mill at Pleasantview center in 1883 and quit after a fire in 1897. He made baseball bats.

U.P. Hedrick wrote that a great stand of pine was on an “island” in the Pleasantview Swamp in 1888-89. The swamp had protected it from forest fires. It was cut, skidded to Harbor Springs, and shipped to England for ship building. Thorne Swift started a saw and shingle mill in this swamp in 1907. It was known as Camp Kijikon. Johnson and Chapman had a large but short lived mill where the Trout Creek Condos are now. They had a lot of timber in the area. The mill started in 1900 and moved to Harbor Springs in 1902.
Center Township

Center had only two saw mills of much note, although there were several others of short duration. Charles Gill started a mill at Canby in 1882. It burned in 1890. Sam and Fred Gill built a new saw mill and shingle mill in 1895. The mills were running in 1900 but were closed in 1909 when the Gill brothers were running a locomotive for Cadillac Handle Company in the area.

In 1882, Young and Pantz owned a mill, and in 1883, it was owned by B.C. Lark and Pantz. The mill was just south of what was to become Larks Lake. The Lark brothers, Simon and Alexander ran the mill until after 1905.
Friendship and Readmond Township

Three Stutsman brothers started sawmilling at Stutsmanville. The 1900 census indicates a large number of mill workers in Friendship Township. Margaret Seamon in “With Love from a Stutsmanville Kitchen” says that the Stutsman’s mill existed from about 1897 to 1905.

The Carey Hoop Company had a mill in 1902 about ½ mile north of Stutsmanville. In 1908-10, the Creveling Handle Company had a mill about two miles northwest of Stutsmanville. Other logs went to Harbor Springs by Hemlock Central/Cadillac Handle, Bull Moose, and with horses.

Readmond had few mills but lots of timber. Logs in the northern half of the township went to Cross Village, and the rest of the area was covered by the Cadillac Handle Railroad. Lowell Lampkin had a small mill at Good Hart. The picture below may have been taken near Stutsmanville.
The Harbor Springs Railway / Cadillac Handle Railroad

The first official name of the railway that ran north of Harbor Springs Michigan was the Harbor Springs Railway but it also had other names. It was called the Hemlock Central and may have been called the Shay Railroad after its founder. Ephraim Shay started the railroad in 1900 and began operations in 1902. It ran from the waterfront in Harbor Springs to north of Stutsmanville. It mainly carried logs and lumber, but also had a tourist run, and would haul anything for anyone. It was narrow gauge and had small engines. Shay sold his railroad Right of Way to Cadillac Handle Company in 1911. The firm of Litchfield-Stevens had bought 10,000 acres of timber in Friendship and Readmond Townships. They sold the timber lands to the Cadillac Handle Company in 1904. Cadillac Handle sent some logs to Cadillac before 1911 via the Tindle and Jackson Railroad through Pellston. Cobbs and Mitchell Company started in 1877 and was big.
Cadillac Handle was an additional corporation name. In 1904, they were harvesting 50,000 acres of timber about ten miles east-south-east of Petoskey. By 1911, the company was able to move rails and equipment to Harbor Springs. The railway was renamed the Cadillac Handle Railroad. From 1911 to 1920, they laid track and harvested timber north-west of Stutsmanville. Cadillac Handle had a mill in Harbor Springs, but they hauled most of their logs to Cadillac. The timber was mostly gone by 1920 and the land was sold. The Cadillac Handle Company land is nearly all state land now and remains timberland.

The map on page 39 is an old Michigan conservation department map, and is modified to emphasize the locations of the old railroads. Bruce Gathman, Charlie Conn, Carl Bajema, Jon Phillips, and Maurice Eby tried to find all the old grades or their locations. Bruce lived near the railroad grade and did most of the new mapping. He made accurate GPS aided maps. I especially relied on township tax assessments of railroad properties to make my corrections and additions to the original map.
“Harbor Springs: A Collection of Historical Essays” included an excellent chapter about logging and mills by Mort Neff, a famous TV journalist. That chapter did not have maps, so two are included here. Neff described the mills and included many pictures.

This map is a 1902 plat map with my modifications. I used Sanborn Fire Maps to determine the location of the mills. The mills existed at different times from 1880 to 1925. The small railroad ran from about 1902 to 1920. I changed the original map to show a RR track where it says ‘Crowl Lumber.’ I have an old photograph that shows a train coming down the bluff at that location.
**In Memoriam**

We have romanticized the good old days but may be unaware of how dangerous it was in the mills and forests. The following list of accidental deaths in Emmet County is only partial. It only covers the years 1904 to 1913 from **The Pellston Journal**.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 13, 1904</td>
<td>Julius Stolt</td>
<td>at Petoskey Fibre Mill</td>
</tr>
<tr>
<td>Sep 8, 1904</td>
<td>Frank Haley</td>
<td>falling tree near Brutus</td>
</tr>
<tr>
<td>Jan 19, 1905</td>
<td>John Wendling</td>
<td>falling tree</td>
</tr>
<tr>
<td>Jan 26, 1905</td>
<td>John Gretch</td>
<td>by logs at Belding Hall</td>
</tr>
<tr>
<td>Feb 15, 1906</td>
<td>G.P. Bennet</td>
<td>at Ayr Mill</td>
</tr>
<tr>
<td>May 3, 1906</td>
<td>Simeon Thompson</td>
<td>Petoskey Paper mill</td>
</tr>
<tr>
<td>Dec 20, 1906</td>
<td>Joe Budek</td>
<td>falling tree near Larks Lake</td>
</tr>
<tr>
<td>Feb 21, 1907</td>
<td>Dan St. Clair</td>
<td>swinging derrick at Lakewood</td>
</tr>
<tr>
<td>July 2, 1908</td>
<td>Ezra Bushong</td>
<td>falling tree at Camp 4 T&amp;J</td>
</tr>
<tr>
<td>Jan 28, 1909</td>
<td>O.C. Martin</td>
<td>hauling logs near Harbor Spring</td>
</tr>
<tr>
<td>Feb 18, 1909</td>
<td>David Pike</td>
<td>hauling logs near Harbor Springs</td>
</tr>
<tr>
<td>Jan 20, 1910</td>
<td>August Johnson</td>
<td>1st death at T&amp;J mill in Pellston</td>
</tr>
<tr>
<td>Feb 17, 1910</td>
<td>Reuben St John</td>
<td>Bakers camp T&amp;J</td>
</tr>
<tr>
<td>Mar 10, 1910</td>
<td>Clarence Mummert</td>
<td>mill at Brutus</td>
</tr>
<tr>
<td>Nov 14, 1912</td>
<td>John Stimson</td>
<td>falling tree near Brutus</td>
</tr>
<tr>
<td>Feb 13, 1913</td>
<td>Frank McDougal</td>
<td>near Levering</td>
</tr>
<tr>
<td>Feb 11, 1913</td>
<td>Oscar Seeley</td>
<td>mill in Harbor Springs</td>
</tr>
<tr>
<td>May 17, 1913</td>
<td>Joseph Schneider</td>
<td>falling tree at Camp 7</td>
</tr>
<tr>
<td>Jun 30, 1904</td>
<td>[no name]</td>
<td>mill death at Belding-Hall</td>
</tr>
<tr>
<td>Oct 10, 1904</td>
<td>[no name]</td>
<td>falling tree death at Cecil Bay</td>
</tr>
<tr>
<td>Oct 29, 1903</td>
<td>[no name]</td>
<td>hooking up train near a camp</td>
</tr>
</tbody>
</table>
The 2016 Internet version of this book includes this section of postcard photographs. Some are not related to logging and milling history. They relate to my interests in Emmet County history and my other books. The first six pictures are of the Indian [Colonial] Point Hotel and Pinewood Girls Camp which were in the same location.