

Some towns sprouted fast, faded away

(Cont'd from p. 8)
make outsiders a bit more sensitive in their attitudes about "ghost towns."

OTSEGO LAKE VILLAGE

Settled by the Gratwick, Smith and Fryer who lumbered along the AuSable River down to Oscoda who set up a lumber camp near what is today Michaywe' Hills.

A dam built at Lower Chubb Lake broke, the foreman, Gratwick, was fired, and the company continued without him. A stage coach line tied Acme with Crooked Lake (Manuka). Built by Kelly, and Dwight. Eight lumbermen cleared an area for crops on the lake, only to have them struck by an early frost.

From 1872 through 1875 people moved into the community. Since the lumber company held title to most of the land, individual plots were slow coming. O.H. Kellog received the earliest plot, followed by Fred Smith, John Hammer, Susan A. Hooker and others.

Adam Assel served as Justice of the Peace. The local physician, Dr. Nelson R. Gilbert, also worked as a teacher and health officer. E.C. Morse served as treasurer around 1874-75.

Railroad agents were A.H. Hilton and George Smith. Since there was a water tower built at Otsego Lake Rail Station, a man was hired to take care of it. As soon as a train refilled with water to make steam, the water keeper would refill the tank.

During the winter steam was run from the steam engine through the pipes to keep the water from freezing. When lumber was replaced with coal to fuel the engine, a fireman would hand shovel a 50 ton gondola into the car behind the engine.

Railroads in the county didn't seem to have any coal stock that dropped coal as used downstate.

Dams along rivers to control water and log flow also had a man to control them.

A school was organized in April of 1873. Its location was block 23 of Otsego Lake Village. It was moved to lots 10 & 11 on Block 15 in 1874. Traveling west up the road to Passenheim and Mancelona Road was Swede Hill.

A Swedish settlement existed there as well as another school. Some of the Swedish residents were Tebo, Soderquist, Amthor, and Waldie. Another lumberjack, John and Annie Lewandowski, should be noted.

A look at the school population from 1876 through 1927 gives a idea of the communities high and low points. School census 6-18 years.

Otsego Lake School — 1876, 51 pupils; 1877, 52; 1878, 62; 1879, 67; 1880, ? (not recorded); 1881, 47; 1882, ? (not recorded); 1883, 51; 1884, 81; 1885, 77; 1886, 100; 1887, 81; 1888, 78; 1889, 85; 1890, 60; 1927, 11.

This information came from Fred White, whose mother served on the school board and from records he has shared.

The theft of Otsego County records happened in 1877. Captain Andrews, Petoskey, hired Indians to work in Barnes (later Gaylord) and they voted in an election in the spring.

Lumber men from the Hallock area working for outfits in Otsego Village challenged the election to no avail. The small community with 50 residents listed in the 1875 notes of the Polk Company quickly grew in size to 1,000 and more in 15 short years.

Settlers who remained in Otsego Lake Village held grudges for the incident.

Later editions of county picnics held on the 4th of July at Arbutus Beach still reflect this bitter feeling. Since the company held title to lands, deeds were destroyed in the fire destroying the lumber company. Others felt cheated and outsmarted by the educated man. A number of Otsego Lake residents and officers moved with the county seat.

HAROLD

This Otsego County settlement was six miles north of Gaylord along the Michigan Central Railroad, possibly in the area of Ironstone Springs. A sawmill and general store operated there by the Yuill Brothers.

ARBUTUS BEACH

Located along Otsego Lake at the middle section jutting into the lake, this tourist community is named for the forest area covered with the trailing arbutus. In 1910 residents received mail from Otsego Lake Village.

BERRYVILLE

Established in 1877 by John G. Berry, a businessman formerly of Detroit. H. Lancaster worked as the blacksmith. All of the houses were built by the carpenter, Joseph Thiebolt. Rev. A. Van Auken served the Congregational Church members.

In 1879 there were 75 residents. A Methodist organization, flour mill, saw mill and water powered grist mill served the people. It sets on a lake in the northeast section of Otsego County bordering Charlevoix County.

By 1896 the population dwindled to 11 people. Original plans to run the rail line through the area were changed. Members of the area moved to Vanderbilt in 1881 when the railroad arrived. Most of the buildings had burnt in forest fires; little remains.

Floyd Glazier notes: "By 1904 most of the buildings were gone. People living there cut wood while others worked in sawmills. A few farms existed with apple orchards. People hiked to Grayling for groceries. Animals encountered on the trail might be a bear. A white one was sighted and referred to as 'white-fish-bear.' A forest fire in 1911 took all but a barn. This fire started west of Hoffman Lake and burned east taking Wood Camp No. 6 with it. The loggers rebuilt the camp. Horses were kept in an open field to protect them from fires.

"Entertainment was house parties on Saturday night. People brought pot luck and a fiddle, mouth organ or other instrument, providing the music for dancing.

"Civil War vets homesteaded the land. Mr. Claspell, Mr. Wooden and Mr. Berry were some of them. After the logs were harvested, the land was sold for \$6 per acre. The Caldwell's came to Michigan from Pennsylvania. They moved to a town south of Cadillac called Alaska. The Caldwell's moved to Berryville in 1874.

"Although I can't remember the year, the town of Berryville had typhoid flu and pneumonia go through it all in one year. Only a few died." The sketch of Berryville is provided by Glazier also.

DEWARD

On the southwestern fringe of Otsego County off Frederic and Deward Trails lies part of the 55 acres which made up the lumbering town of Deward, founded in the spring of 1900. It operated until about 1917. Its peak



HAND-LOADING logs was a dangerous job. Workers for Henderson's Camp in Hallock around 1910 are (l-r): Babe (Nicholas C.) Buckler, John O'Rourke, and Lloyd Skelton holding the cant book, standing back on 2 railroad flatbed car Hallock No. 2.



HALLOCK — Riding a load of logs down Hallock Main Street in 1912 is Harold Coultres. The log pile on the sledge was a normal load.

population was 800 in 1901. It postmaster was George K. Root. Apart from rows of homes for the lumberman, the town held a sawmill, store and hotel. It was named after David Ward, the wealthiest lumber baron to control lands in five counties.

A school, church, community hall, boarding house, and other stores also made up the town. With the use of nearby timber the town died. Many visit it because of its famous namesake.

The state set part of these lands aside for preservation of white pine stumps. This gesture was altered when oil was discovered beneath the soil. The Dept. of Natural Resources controls the taking of oil as well as snowmobile and cross-country ski trails through the area.

HALLOCK

Benjamin Hallock, 1840-1920, worked as a cook west of Otsego Lake for Al Davis who jobbed for Otsego Lake lumber firms.

He practiced the religion of a Seventh Adventist and his ways were different from most. For Benjamin his day of rest fell on Saturday. Once in Hallock, a neighbor reminded him it was Saturday as he was pulling a plow through his fields. Embarrassed he stopped his work, returned to the barn, and unhitched his horses.

Benjamin's homestead was on the corner of Parmater and Hallock Roads. When he found out the BCG & A was coming through in 1902 he volunteered to move his farmhouse back toward Flott Lakes.

He donated five acres and the town

was named after him. Ben farmed and grew fruit. His honesty was known throughout the community. If neighbors were gone and he collected eggs and personally used some, he'd leave a note or some money to pay for them. Ben married Amey C. who lived from 1842-1916. They had two daughters, Dora and Rose, who later marries one of the Murners.

Two rail lines ran from Gaylord into Hallock. One hauled potatoes and the other hauled treated lumber. A second train carried wood to the chemical plant in Antrim County. Later a chemical plant was built in the Flotts Lakes area.

Children in Hallock attended Porcupine School about half mile east up Hallock Road. The town had two grocery stores, a Gleanor Hall and timber decking woodyard platform. Irish settlers in the area included the Kelsos, Olunds and Kyles.

The Neilds, Martins, and Pettifores were the earliest settlers. The Theisens were the only Catholics in the area. Parker Church, east of Buckler's, served as a gathering place for many such activities.

Other pioneer families included the Green, Ruskell and Moorheads. Kentucky hillbillies came to work the hardwoods. Most left, some married other pioneers.

Its post office operated from 1906 to 1917. After that the mail came from Elmira. Mrs. Kelso would frequently pick it up when going to town and drop it at the town hall so neighbors could get their mail.

The men farmed and worked in lumbering during the winter. As a

young boy, John Roy Elso recalls the pleasure of watching a train come into the valley. Having to climb another grade the fireman had to pour on more fuel. Sparks from the smoke stacks started many fires. Local residents were asked to pitch in and fight the flames. The extra coins always came in handy.

Uncle Andrew Kelso was known about the community for his love of music. He would take his phonograph and cylinder records to people's homes to entertain them. He was a welcome guest. John Roy later got into calling square dances for 30 years.

Hallock died in the 1920s when the hardwoods ran out. People who remained there worked elsewhere in lumbering, farmed and found other ways to make a living. The area is very much alive with heirs of many pioneer settlers who continue to keep the spirit of the community alive.

LOGAN OR ROGERS

John Thomas was the station agent on this Mackinaw Division of the Michigan Central Railroad about seven miles north of Gaylord east of the track to Novak Road on Whitmarsh.

Only one town building stood on the south side of the road, that was the school house. The town had a saw mill built by Pennsylvania lumberman Allison and Rogers who first started the town and then sold out to the Yuill Brothers.

A store and blacksmith shop were the only other businesses among homes for lumbermen.

The settlement lasted into the 1940s. The sawmill burned in the 1920s. Camp No. 2 was located about 10 miles east of Vanderbilt and many of its workers lived here. A rail spur ran from Logan to this camp. The peak of operation was in 1918. Huge loads of logs were shipped to Bay City. Little remains but footings today.

OAK GROVE

Located on the east side of Otsego Lake down Division Street, this settlement was started by Oris W. Farrar who gave it its name for a clump of oak trees growing in the area.

It started around 1900. Legend says that this is the last stand of native oaks in the county. The giant forest fire which swept across a good section of northern Michigan is said to have burnt all the natural seedlings. Any trees seen are said to be planted by man.

KLINGENSMITH

This rural community was located north of a rail spur to the south of the McGraw Line running east from Sailing.

The town is south of Wilkinson Road and to the east of Dreffs Road above Big Lake. Only its footings and the rail bed are visible. Sarah A. Klingensmith was postmaster from 1885 to 1900. The town is in Charlton Township.

BROWN'S DALE

References locate the store and post office in Dover Township on the Cheboygan River. Begun in Feb. of 1880 it operated until June of 1882. This settlement was at a store and post office run by David Brown.

BURNS

Burns was a lumbercamp decking or siding area. It's located off a spur running from the McGraw line and the BCG & A.

(See Names, p. 10)

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Gaylord Herald Times
2066 Old 27 South Gaylord 732-5144

Names live on for many sites

(Cont'd from p.9)

Burns was south of Beckett Road and on the east side of the stream running north from Finnegan's Pond. This is east of M-32's north-south section and west of the Wheeler Road in section 11 of Chester Township.

FINNEGAN'S CORNERS

It may be a railroad junction or Y in the area of Finnegan's Pond described in Burns section. (Today the Finnegan Trout Ponds are fished by many). Another possible site may be where the railroad crossed Finnegan Road which runs east-west.

ARTHURVILLE

The community of Arthurville existed from 1898 to 1898. It was located in the area off Fontinalis Road north of the East Sturgeon Valley.

The area was used solely in 1898 for lumbering. Possible location at the meeting of the Pigeon River with a stream in section 4 of Corwith T32NR1W. (More exact investigation is needed).

CREGOVILLE

A logging horses farm camp which operated from 1905 through 1912. Feed was grown at the camp, pasture provided for grazing, barns with a farrier to care for the horse's hooves were part of the complex.

WHITMARSH

A lumberman's decking is located on Whitmarsh Road and the Sturgeon River.

MCGRAW JUNCTION

A lumbering workcamp which made railroad ties and shipped them where ever needed in the area. It was on the north end of Turtle Lake. Years of operation of the site and additional information is needed.

MELLONS

H.C. McKinley, the newspaper editor/publisher of the Herald Times for over 30 years, told of Harvey Mellon who first built a sawmill on the northeast corner of Otsego Lake.

Bob Briggs was the 1881's sawmill foreman. Harvey Mellon was the second county surveyor. He worked to lay the section markers in detail about the 1850s. (See Bagley and Salling also).

BAGLEY

Shortly after the election of Republican, John J. Bagley as governor, in 1872, Otsego County petitioned to have a township named Bagley be granted.

The first request was denied. Settlers living about the Mellon's sawmill and the Michigan Central Railroad spur being built, the McGraw Spur, called the settlement of Mellons Bagley from 1874 through the early 1890s.

Bagley's post office remains Mellons due to the popularity of Bagley's name. Numerous homes were built for mill and railroad workers in the area.

One of the railroad workers, a trainman named Coats, built a large farm house south of the community. When he chugged by his home he would look for a lantern shown by his wife to let him know everything was okay.

If he didn't see the lantern he would

rush to his farm as soon as he could leave the depot.

SALLING

Salling operated from 1899 through 1912.

This name arose from one of the three lumbermen, Salling, Hanson & Michelson, operating a firm which followed the lumbering rush. It is thought that Salling purchased and enlarged the mill begun by Mellon.

Salling served the lumbering and the railroad industries. A water tank serviced trains running east-west lines. The cement footings stand about five feet apart in a square to the west of the rail tracks today. Cars crossed over to the McGraw line down the road leading to Standard Products.

Apart from lumber products, private rail cars brought up tourists from Otsego Lake Village. Many would travel to the Salling depot to disembark and take a dray to Oak Grove or another resort area.

A closed Y-crossing at Salling would permit the huge locomotives space to back to the engine and slowly maneuver itself to turn around.

Today the site is still listed on the railroad records. The former town and station is 116 miles from Bay City. Markers for a junction north of the settlement still stand.

Evidence of the sawmill activities included the reluctance of local people to swim in that part of the lake due to the deposit of sawdust which made the lake bottom mucky.

Fred White said people would swim at Arbutus Beach or lower in Otsego Lake because of this problem.

Buck Road leads out from the Salling Road along the part of land which juts into Otsego Lake and is known as Sunset Beach. The road continues along the lake until the section of land dwindles.

Efforts to discover if Sanford Buck had land or a home in this area have not materialized. Any records on this question would be appreciated by the historical society.

ROGERS

Rogers was the name of one of the Pennsylvania lumbering partners who established a settlement in the area which later became known as Logan. (See Logan).

HETHERTON

Located in Otsego County on the corner of Hetherton Road and Meridian, this community had a post office from 1885-1914.

An earlier community of Briley had existed across the street in Montmorency County. A general store and few farms were in the area.

WINDSOR

The village of Elmira was platted and recorded as Windsor in the fall of 1880. The first postmaster was William S. Hartwell in 1877.

The community's name was changed to Elmira after its township name. The Grand Rapids and Indiana Railroad came through in 1877. At that time the station was called Eaton.

WRIGHTS

Wrights and Wells Lumber Company ran a saw mill on Bradford Lake and the community had their name from 1876-1885.



CHARLES HOFFMAN, carrier for first rural free delivery, stands near his cart about 1900. The horse was killed by a fallen tree soon after the picture was taken. The photograph is from L.A. Pery's collection and part of the Otsego County Historical Society's materials.

The daily mail came from there. The pine timber about the area was cork, or white pine which had a buoyancy and could be floated easily. Its settlement was in 1873. The Michigan Central Railroad came through.

The site is three miles south of Otsego Lake and the community's population was 75. C.H. Davis served as postmaster. A.M. Hilton was the rail express agent. (Also see Waters).

EATON

The railroad station was set up in the community in the northeast corner of Otsego County in Elmira Township in 1877.

A railroad round house for four stall engines stood on the north side of town. Three of the four concrete bases of it are still visible today as well as cinders about the structure.

The roundhouse was on the northeast side of Webster Road which runs off M-32 before the railroad tracks. Eaton also had a water tower and service engines with coal. Coal was hand shoveled from a 50 ton gondola and the fireman was paid \$15 for unloading it.

COBB

Cobb was a lumbering community southeast of Johannesburg between the southern part of M-32 and Dagon Road and M-32 to the south and Hetherton to the north.

GIBBS

A farming community on the Otsego-Montmorency county borders which was first called Kissippi and later changed for the name of a pioneer farmer.

Besides a store, post office and other buildings was the school which sat in Otsego County. Children from the surrounding area attended it. (See related story on Gibb family.)

PIGEON RIVER

The forest area northeast of Vanderbilt in T32NR1W became Pigeon River country around 1912-1914.

Prior to this time during the 1800s, northern Michigan was filed each spring with the migration of the passenger pigeon to their area. Cool coniferous forests provided nesting areas for the birds. The streams and elevation draw the insects needed for feeding large numbers.

With the trapping of the birds in nests to use for trap shooting, the club-

bing of the bird for its feathers and meat for squab, and the collection of feathers by Indians for bed-making materials, the bird became extinct.

When P.J. Lovejoy came to the area in the early 1900s he endorsed this name for the formally defined Michigan state forest.

QUICK

Located along a north-south rail spur between the McGraw Line and the BCG & A, north of Becket Road and east of Cargas which runs north into Wilkinson.

The settlement was a lumbering center with a general store and lumber camp. Named for James A. Quick, the postmaster and one of the partners in the store.

The second partner was brother Andrew Quick. The settlement operated from 1899 through 1901. Earlier the name was New Toledo.

VALENTINE

Located in Montmorency County in the northeast corner of the county, Valentine was a railroad camp and loading area for lumber.

NEW TOLEDO

Earlier name for Quick. Use of same name for post office in another part of the state called for a name change. (See Quick).

WATERS

The settlement of Waters is 1/4 mile north of Bradford Lake and approximately 11 miles south of Gaylord.

The village has been settled and deserted on several occasions. Wright-Well Lumbering Company started development of the area. They operated mills and owned a large general store and hotel in the village.

Houses for the workers were sold and moved out of the community. John Cassidy's father purchased a home and moved it across the valley and up the hill out on the south side of Mariette Road.

Going from a population of 75 to 300 in 1905 the village prospered. J.B. Johnson was the 1905 postmaster. A.L. Bonnet was the rail and express agent. Henry Stephens came to lumber the place.

When the lumber was gone, he moved onto greener fields. Wealthy son, Henry Stephens Jr., decided to make Waters his permanent home while traveling the world and writing about his adventures.

In 1917 he built a home and not to be

outdone, a barn larger than the one in Montmorency territory. His home was across the street from the depot. It was a two-story frame house.

Someone got the idea to honor the lumberjacks by building a bottle fence about the residence. Stephens left the area in 1918. In 1927 Mr. and Mrs. Schotte purchased 1,800 acres of the town.

In 1935, the Stephens' house burnt in a fire. The huge barn was remodeled and used as a hotel. Due to lack of foresight the wiring was not redone and the place went up in flames in the early 1970s.

Waters is a rural farming community which services tourists and the petroleum industry about its perimeters today.

BRILEY

Located on Meridian north of Hetherton Road. Allan Briley, an English immigrant, homesteaded and settled. He built a store and served as its first postmaster about 1883.

Other settlers in the area included George Peacock, August Bardger, and Charles Myers. Later the post office was moved across the street. A school and Congregational Church still stand in the area.

CORNWALL

This lumber camp was at the end of a railroad line on the northern fringes of Corwith Township.

Mr. Cornwall came north to raise cattle and sheep. His lands were leased by a lumber firm. Lumber was taken from the area from 1905 through 1916. The railroad ended at a Cornwell Dam along the Pigeon River in section R2W3 just east of Honeylocust Trail.

The 1965 Pigeon River Country book discusses the Cornwell Ranch in detail.

SPARR

A station on the Boyne City, Gaylord and Alpena Railroad about 7-9 miles east of Gaylord which was named for Philip Sparr, a farmer and minister. Mr. Sparr settled there in 1873.

A store built in this Dover Township community was owned and operated by John J. Hanley in 1915. The settlement saw the rise of the Hereford cattle industry by C. MacReynolds in the 1940s.

The Daniel Marquardt and Ira House families are among Sparr's pioneer families.

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Old Kent Bank of Gaylord

Vanderbilt Gaylord Grayling