

10

## WALKUP-A GHOST TOWN FROM LUMBERING DAYS.

The town of Walkup was located on the east shore of Blue Lake, west of Bitley. It was in the center of a vast lumbering area of white pine. D.H. Waters owned 30,000,000 million feet. The town site was laid out and surveyed by Thad Waters in 1881; this same year the village became the terminus of the C.&WM RR, formerly the GR N&LS, for a short time; later pushed north from West Troy Junction. The Butters branch of the Flint & Pere Marquette, out of Ludington, arrived about that time and established a terminal for shipments to north points. By 1884 the town supported 60 buildings and 45 families. H.E. Cartier, new owner of the big mill employed 150 men in the mill and about the same number in the woods.

When the Chicago & West Michigan came only a small saw mill was operating. It experienced trouble and changed ownership. Later the West Troy Lumber Co. was formed with Thomas Walkup as president. The village name was changed to West Troy. A new mill was built containing two sets of circular saws having a daily capacity of 90,000 feet of lumber. The firm was not successful and in 1883 was sold at auction to H.E. Cartier & Co. They sent a representative from Ludington to bid in the property. He arrived in the evening carrying a black satchel and dressed as a woodsman.

11

He remained at the mill boarding house that night and throwing the old satchel in a corner. When the bidding started in the morning it developed he was the highest bidder. The on lookers were amazed to see him open the satchel and count out the purchase price in cold cash.

Later in 1884 L.S. Baker purchased the mill and village property for \$100,000. Anderson & Griffin took possession in 1887. The mill burned down and then rebuilt. The next year a lawsuit was filed by the owner against Baker, Stearns and a bank in Big Rapids. to recover losses due to a shortage of about 7,000,000 feet of lumber, the stumpage of which had been guaranteed. The plaintiffs won their suit, a rebate of \$3.50 per thousand.

To-day one can see where the streets were cut through the woods. A few slabs are visible of the old in the lake. The old railroad grade is still in evidence.

May 31, 1977. RIT.