

Glen Haven Village

Sleeping Bear Dunes
National Lakeshore
Michigan



CONNECT WITH THE PAST IN GLEN HAVEN HISTORIC VILLAGE ON SLEEPING BEAR BAY



A Publication of
Friends of Sleeping Bear Dunes

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Learn more about the ***Friends of Sleeping Bear Dunes***, our mission, projects, and accomplishments on our web site. Support our efforts to keep Sleeping Bear Dunes National Lakeshore a wonderful natural and historic place by becoming a member or volunteering for a project that can put your skills to work in the park.

This booklet was compiled by Kerry Kelly, ***Friends of Sleeping Bear Dunes***.

Some of the content for this booklet was taken from *Sleeping Bear, Yesterday & Today*, by George Weeks, which is available at the Park Bookstore at the Philip A. Hart Visitor Center or at Cottage Book Shop in Glen Arbor, Michigan. Other sources include research reports and photos from the National Park Service.

Welcome to Glen Haven. This little historic village on Sleeping Bear Bay is part of the Sleeping Bear Dunes National Lakeshore. There were many villages along the Lake Michigan shore from 1840 through 1900 that supplied cordwood for fuel to the steamships traveling the Great Lakes. When the steamships converted their fuel from wood to coal, some of these villages vanished and became ghost towns like Aral, Crescent City, Good Harbor, North Unity and Port Oneida. Often there was little left other than memories and a few photos. Other villages adapted and converted their sawmills to produce lumber, became agricultural centers or developed tourism.

Glen Haven was able to adapt to changing economic conditions and was a vibrant little port village through the 1920s. The National Park Service now owns the village and all the buildings in it. They are working to restore it to represent what these Lakeshore villages were like in the late 1800s through the 1920s. Now visitors can experience a bit of what it was like to live in those times.

The Blacksmith Shop is a working shop open every day between Memorial Day and early October. The blacksmiths make items for the park as well as handmade metal souvenirs, which are available to visitors for a donation. The Cannery is now a Great Lakes Boat Museum, which is open to visitors every day between Memorial Day



Figure 1 Blacksmith at the forge

and early October. The General Store has been restored to its condition in the late 1920s. It also has a small museum describing DH Day and the history of Glen Haven. The General Store is open from July 1 through Labor Day. The pilings from the dock are visible at the end of Main Street just west of the Cannery when the lake levels are low. About ½ mile west of Glen Haven is the Sleeping Bear Point US Lifesaving Station (Later it became the Sleeping Bear Point Coast Guard Station). The Sleeping Bear Inn is being restored to its condition in 1928 and will be open as a Bed & Breakfast in 2023. More buildings may be rehabilitated in the coming years.

Early History

The area in Northern Michigan that is now Sleeping Bear Dunes National Lakeshore was first inhabited by Native Americans known as Anishinabek; including the Ojibwe (Chippewa), Odawa (Ottawa), and Potawatomi tribal groups, they were connected linguistically and culturally. This area was a shared hunting and fishing territory. The coming of the French explorers in

the 1600s was soon followed by the fur trade and the subsequent conflicts between the French and British. The Anishinabek were part of the fur trade and its associated conflicts through various alliances and played important roles in the military conflicts of the era. With the completion of the Erie Canal (1825) and Welland Canal (1829), the Great Lakes became a critical route from East to West. When European settlers first arrived in this area, they settled on the Manitou Islands and then moved to the mainland in the following decades.

Native Americans became an integral part of the regional economy as fishermen, lumbermen, farmers, and tradesmen. They worked at lumber camps, on survey crews, as stevedores on vessels plying the Great Lakes, and carried mail. Fishing remained an important occupation and hunting and trapping also continued in this region.

In the early 1800s, this area had no trains, and roads were just sandy ruts. Ships provided the main mode of transportation for people and freight between major cities like Chicago and Buffalo which was a gateway to the major cities on the east coast. Along the route, villages like Glen Haven provided essential services for the ships. There was a long dock out to deep water where vessels were loaded and unloaded. Wood was stacked up for fuel, and a blacksmith might repair broken equipment. There was a general store and a boarding house where dock workers, lumber jacks, and travelers found lodging.



Figure 2 Steamer Puritan leaving Glen Haven circa 1925

As you look north from Glen Haven you will see two islands. To your left is South Manitou Island, and straight ahead is North Manitou Island. The water between the islands and the mainland is called Manitou Passage. Most of the ships traveling between Chicago and Buffalo sail through the Passage because it is the shortest route and most protected from the winds. The Passage could also be dangerous because of the shallow gravel shoals and unpredictable weather on Lake Michigan, especially in the early spring and late fall. The islands were settled by Europeans before the mainland (about 1835) to provide safe harbor and cord wood to fuel the steamers. When the wood supply on the islands petered out, they started building “wooding stations” on the mainland, like this one in Glen Haven.

Sleeping Bear Bay and South Manitou Island provide the first natural harbors for ships leaving Chicago heading toward the Straits of Mackinac. These harbors were critical for the steamships, especially in bad weather. The Northern Transportation Company (NTC) used Glen Haven as one of their main fueling ports. At one time they ran 24 steamships.

Wooding and Lumber Operations

This was a busy stretch of the Great Lakes. In 1845 there were 495 ships on the Great Lakes. By 1860 there were 1457, and by 1870 almost 3,000. Early steamships used wood as fuel to make steam for the steam engines that ran the propellers. The long trip between Chicago and Buffalo, NY required a lot of wood, which took up precious cargo space on the ships. So they set up wooding stations or fueling stations along the way. In 1838, William Burton built a dock on South Manitou Island in the middle of a deep-water, east-facing bay, which provided protection from most storms. About 5 years later Joseph Stormer and Nicholas Pickard independently started wooding operations on North Manitou Island. Eventually the forests on the islands were depleted and wooding operations moved to the mainland.

John LaRue landed at South Manitou Island in 1847 and eventually crossed the Manitou Passage to settle on the mainland near the mouth of the Crystal River in 1848 to establish the village of Glen Arbor. The dock was built in 1857. John Fisher and his wife joined him in 1854. Fisher’s wife’s brother, Charles C. McCarty arrived in Glen Arbor, and built a sawmill on Little Glen Lake and established Glen Haven with a dock, general store, and boarding house. Early on, the village was called Sleeping Bearville.

The area offered a protected harbor of Sleeping Bear Bay and the abundant supplies of hardwood. McCarty built the dock in 1864 and started selling cord

wood. He built a sawmill on the shore of Little Glen Lake near where the picnic area is today.

McCarty was originally from New York. He came to the area with his wife Elizabeth, and they were later joined by Elizabeth's sister, Mary Ann Wood, who was the first official owner of the property where the Glen Haven dock would be built.

Between 1858 and 1870 McCarty and others acquired roughly two thousand acres of land in and around what is now Glen Haven through a variety of financial instruments—purchases, mortgages, and homesteading. In 1864 he built the dock, followed by the Inn (at that time it was called Glen Haven Hotel), which was completed in 1866. He purchased the *E. A. Brush*, a tugboat, to move logs, freight, and people. (The *Brush* would later be renamed the *Alice Day* after it was acquired by DH Day. Alice was Day's oldest child.)

Loggers cut the trees around Glen Lake and floated them over to the mill using the tugboat, where they were cut up and hauled on flatcars using the wooden tramway to the dock. Teams of horses were used to pull the flatcars. In those early days, Main Street was a dirt road, and the rails for the tramway ran along it all the way out to the dock. You could hear the horses straining at their harnesses and the creaking wheels of the flatcars loaded with lumber as they made their way through town to the dock. In 1907 DH Day bought a locomotive, and the tramway was removed, and the railroad rerouted so that it came into town behind the Inn, where there was a roundhouse to turn the engine around.

Lumber camps were first established to cut cordwood for the steam ships. As the ships transitioned to coal, which is a much better fuel than wood, sawmills were modified to produce dimensional lumber to supply the growing towns and cities throughout the Midwest.



Figure 3 Logging Sled loaded with logs

Many lumberjacks were single or did not have their families with them in this “wilderness”. Most were recent immigrants trying to get established in this new country. Their families lived with relatives in the cities or were still in their homelands waiting to be called over. Two such settlers were the Shauger brothers from Plymouth, Wisconsin, who established homesteads in Northern

Michigan. Daniel, John, and brother-in-law Ebenezer Cobb arrived in Glen Haven in about 1865. They located homestead sites north of Empire on what is now called Shauger Hill and in 1867 their parents, wives, and 6 brothers and sisters joined them on the homestead, where they farmed and cut wood to supplement their income. Most of the lumber crews were starting farms on the recently cleared land while working in the lumber camps during winter.

A crew of 15 men and a foreman operated the Day sawmill. Every day at noon the whistle blew and could be heard for miles. Day initially paid lumberjacks 15 cents/hour and dock hands 35 cents/hour. Pay in Glen Haven was in the form of “scrip” redeemable only at the DH Day General Store that carried a wide variety of groceries, dry goods, hardware, and furniture. By 1910, lumberjacks earned 17.5 cents and dock hands 40 cents, which was not much of a raise. Lumberjacks and dock hands lived in the logging camps, the inn, or in small houses. Rent was cheap and was of course deducted from their pay.

Late in the 19th century, the banks of Glen Lake were piled high with lumber. Homesteaders cleared their own land or allowed Day to log their property. John Bumgardner served under Day as sawmill foreman in the early 1900s. The Bumgardner house was always occupied by mill or farm workers. John and his wife Cynthia had nine children who played and attended school with the Day children.

During much of the boom from the Civil War (1860-65) until about 1900, Michigan was the national leader in lumber production. From 1869 to 1899, Michigan produced more lumber than any other state; sometimes as much as the next three states combined. That amounted to 161 billion board feet of pine and 50 billion board feet of hardwoods. This could build a one-inch plank road a half mile wide from New York to San Francisco. In dollars, Michigan lumber exceeded the value of all the gold in California by a billion dollars. Nearly twenty million acres—about a third of the state—was deforested. The debris left behind contributed to great fires across several decades.

An icehouse was located between the General Store and Lake Michigan. That’s where they stored blocks of ice that were cut out of Glen Lake in the winter for use during the rest of the year. These blocks were big — as much as 150 pounds! The blocks were stacked in the icehouse and insulated with sawdust to keep them from melting. A good deal of time every winter was spent cutting ice and hauling it to the icehouse on horse-drawn sleighs. That was one of the coldest jobs! But it was worth it. If you needed to keep something cool in the summer, you’d get a block of ice and put it in the ice box. A block would last you several days before it melted.

McCarty employed about 30 men and had 9 teams of horses to produce 15,000 cords of wood per year. His enterprise became financially overextended, and between 1867 and 1870, the McCarty family and others sold their holdings to the Northern Transportation Company.

Philo Chamberlain and Northern Transportation Company (NTC)

Philo Chamberlin founded the NTC in 1848, and initially it was one of the most successful steamship lines on the Lakes, with twenty-four steamers. They ran routes from Buffalo to Chicago and Milwaukee. Chamberlin was animated by one of the great visions of the time: the establishment of a vast commercial and transportation route, stretching from east to west, involving both the Great Lakes and railroads. As part of that vision, he began acquiring property in Glen Haven around 1867. They took over the dock and wooding operations from McCarty. Glen Haven supplied about one quarter of the wood for the fleet.

The Wildfire of 1871

By 1871 Glen Haven was a nice little logging village with about 40 families living in or near the village. But in mid-October 1871 about the same time as the Chicago fire, at least 8 other major fires in Wisconsin and Michigan burned. The fire started in the woods and consumed between 2,000 and 5,000 cords of wood and most of the buildings in the village. Most of the families were left homeless by the fire. The Inn, General Store, and dock were saved as reported by the Traverse City Herald. The following year, the dock was at least partially destroyed by during a storm.

Between 1875 and 1886, the business was held by Chamberlin (again); Chamberlin's son-in-law William Butler; David H. Day and William Ellsworth; Butler (again) and Day's younger sister. All of these people were related by blood or marriage. When Day and Ellsworth acquired the Glen Haven properties in 1881, it was generally believed that Chamberlin really owned the properties but held them in the names of his relatives. Chamberlin worked to revive the business, but he died suddenly in March 1886.

DH Day

David Henry Day arrived in Glen Haven in 1877 or 78, appointed as an agent for the NTC by Chamberlin. They were not related by blood, but had a brother-in-law, William Ellsworth, in common. Over the next 10 years, Day directed operations in Glen Haven and worked for Hannah and Lay Company

in Traverse City, overseeing the lumbering operations. By 1890, the DH Day Company was well established in Glen Haven as a lumbering operation, supplying cordwood and producing hardwood lumber from the sawmill that was transported to the Glen Haven dock on the tramway.

On December 20, 1889 David Henry Day, thirty-six years old, and Eva Ezilda Farrant, nineteen years old, were married. Eva was the daughter of William and Ezilda Farrant, who managed the Sleeping Bear Inn 1877 – 1883 and 1896 – 1907. She was a schoolteacher in the area for three years prior to their marriage. Day and Eva had nine children, with seven living to adulthood. They lived above the General Store, which had become center of town life with the telegraph and post office located there.

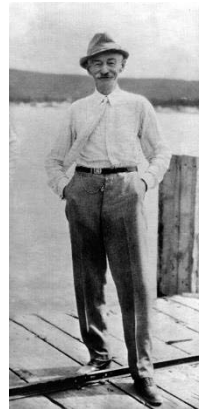


Figure 4 DH Day

Day built a 50-foot ice-skating and curling rink and a private tennis court reserved for family and friends. These were located behind the blacksmith shop. To the east of the store stood a granary and root cellar. To the north stood an icehouse where thick piles of sawdust kept as many as 5,000 blocks of ice weighing 150 pounds each frozen for summer use. By 1905, there was also an electric generator building, which housed an Edison direct-current generator, making Glen Haven one of the first northern Michigan villages with electricity. This is the little building between the current bathrooms and the General Store.



Figure 5 Day Locomotive at the sawmill

By the early 1900s many lumber operations had closed, but Day's was still running thanks to his nearly 5,000 forested acres and early conservationist practices such as selective harvesting.

A diversification project promoted by Day was tourism and resort development. In 1920, Day donated 32 acres along the shore of Lake Michigan between Glen Haven and Glen Arbor to the State of Michigan to become the DH Day State Park, the first State Park commissioned in MI. In 1922 he sold a large portion of land including reforested Alligator Hill for real estate development that was called Day Forest Estates. An 18-hole golf course was built, an air strip and clubhouse site were cleared, and access roads graded. The venture failed during the Great Depression, although the golf course operated for several years.

For three decades, water travel was more comfortable than roads, in 1882 the Leelanau Enterprise, (newspaper based in Leland) reported that business in Glen Haven was "booming" but that roads were "very bad."

Sleeping Bear Inn

The Inn was built in 1866 by McCarty and was one of the few structures to survive the great fire of 1871. The Inn was called the "Glen Haven Hotel" for many years. In 1879, William Farrant, an early proprietor, placed an advertisement in the Gazetteer appealing to fishermen, calling it the "Lakeview Hotel," but the name did not catch on locally. It seems to have been in the early 1900s that it came to be called the Sleeping Bear Inn.

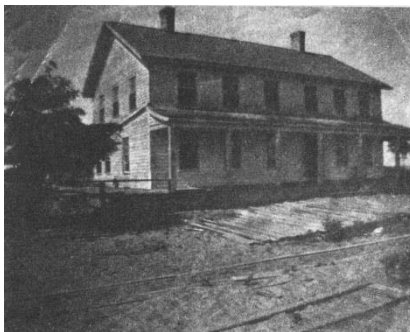


Figure 6 Sleeping Bear Inn circa 1890

The Inn served a combination of short-term guests, travelers, salesmen, local people passing through town and longer-term boarders, such as local schoolteachers and blacksmiths. In 1877, William Farrant and his wife, Ezilda, hosted the area's Independence Ball at The Glen Haven Hotel. Admission was \$1, and music was provided by King's Band.

DH Day, who eventually became the owner of Glen Haven and much of the land in the area, lived in a two-room suite upstairs in the Inn for over 10 years. The suite allowed Day to look out over the dock and Main Street.

In the 19th century, managers of hotels were usually called “conductors” or “proprietors.” Most hotels or inns included a livery. The proprietors were assisted by servants, who might live on-site. The information below about the people who managed the Inn was obtained from the Gazetteers and from census data. The first mention of the Inn was in 1877. Management of the Inn changed frequently:

- 1877 to 1883: William and Ezilda Farrant, hotel and livery.
- 1883 to 1889: Thomas Young, hotel and livery.
- 1889 to 1893: James Post, hotel and livery.
- 1893 to 1896: Charles Carr, hotel and livery.
- 1897 to 1907: William and Ezilda Farrant, hotel.
- 1897-1899. H. King, livery
- 1910 to 1920, DH Day is listed as the proprietor of the “Sleeping Bear Hotel” in the Gazetteers, though it is not likely he managed its day-to-day operations. The Inn ceases to be mentioned in the Gazetteers after 1920.

In 1904 a room cost \$1.25/day or \$6.00/week - cheap for that time period. In 1928, major renovations were made to the inn, wicker furniture was added to the front porch for dining. Chimneys were relocated, the porch was enclosed, bathrooms and other plumbing fixtures were added, the kitchen was modernized, sleeping rooms on the second floor were separated, the hand-dug basement was expanded, and a garage was built.



Figure 7 Glen Haven workers on the porch of the Inn circa 1900

General Store

The General Store was constructed in 1864 by Civil War veteran John Helm who later sold it to Charles C. McCarty. Helm met McCarty on a ship northbound from Chicago. McCarty offered Helm the opportunity to start a store in an unused building he owned in Glen Haven. Then in 1867 when Helm was building a store in Burdickville, McCarty sent a crew from Glen Haven to help Helm raise the new timber frame store there.



Figure 8 General Store in 1890

In 1879 the Glen Haven Post office was located inside the store. The store was also the Ticket & Freight Office for steamers and eventually became the Telegraph Office when DH Day built the telegraph line from Leland. The store was the hub of the community.

When cars started running the roads instead of horses, you could get gasoline at the store, too. The gas pump in front of the store was installed in 1926. The gasoline would fill up that glass tank on top and when you got enough, it would drain out into your car or a gas can. That way, “What you see is what you get”.

Later on, from 1935 to 1978, it was also the place to sign up for dune rides on the Dunesmobiles. These rides were operated by the Warnes family. Marion Warnes was the youngest daughter of DH Day. Today the store has been restored to pretty much what it was like in the 1920s.



Figure 9 General Store today

The house right next to the store was built by DH Day in 1890 for his family to live in, but his wife, Eva liked living above the store and they never moved in. The house was used by Day’s foreman or operations manager. Today it is used for housing National Park Service staff. The garage next to the house was used as the Glen Haven Post Office for many years.

Blacksmith Shop

For centuries the blacksmith shop has been a prominent part of every village. From the heaviest axle to the smallest rivet, they are all made and repaired by the smith; bells, bits, hinges, and hooks, all made by the smith. They were an essential member of society, everyone needed something made or repaired by the smith.

The front yard was always cluttered with broken machinery waiting to be fixed. That old boiler that sits in the yard to the left of the Blacksmith Shop is similar to the one that was used to make steam to drive the Day sawmill. This boiler and the milling machine came from the Novatny sawmill that was located on Little Traverse Lake. They used boilers like this to run the steamships too. It wasn't uncommon for a Blacksmith to be called in to repair a leak in one of these.

Two period newspaper articles state that with the exception of the Hotel and Store, all the buildings in Glen Haven burned in an immense fire in 1871. There most certainly was a blacksmith shop built before the fire, possibly 1864 when the dock and mill were built. But the construction date of this shop is unknown, likely 1871 or 1872 during rebuilding after the fire. There were many smiths through the years, John Basch was one of the first and lived in the Inn. In 1923 the shop closed along with the mill. It then served as storage for the cannery & migrant housing.



Figure 10 Blacksmith working the forge

In 2002 the building was renovated and outfitted for demonstrating blacksmithing to visitors. The park hired a professional smith to train our first volunteers, they in turn have trained others through an apprentice system. Most of the tools and equipment were purchased at antique fairs, the Buckley Old Engine show or on eBay.

Today you can still hear the ping of the blacksmith's hammer on a summer day. Volunteers staff the Blacksmith Shop to demonstrate some of the tools and techniques used to work metal in the past. Stop and watch the blacksmith work, and ask him or her how important their work was to this village.

Warner House



Figure 11 Warner house

History is easily oversimplified. For many years, Glen Haven was described as if it were a unified property, passing from McCarty to Chamberlin to Day. Research has shown the reality to be more piecemeal, more complex. The house now used as the Park Service Volunteer Center is a case in point. Miner Farrant (son of Inn proprietors William & Ezilda) and Elvina Kelderhouse Farrant were the original owners and residents of the house. They lived in it from about 1895 until 1910 with their two daughters: Jane and Frances. They moved out of Glen Haven in 1910, but Miner continued to own the house until 1919.

The lot the house stands on was owned by the Northern Transit Company in the 1870s. In 1879, the NTC sold it to a local man, James Young. Sometime between 1879 and 1895, ownership passed to Thomas Young. In 1895, Thomas sold it to Miner Farrant for \$75. (Whether or not the house had been built by 1895 is unknown; if not, it was built soon after.)

The Farrants and the Youngs would have been well known to one another. Both families had been in the Leelanau Peninsula by the 1860s. Both families were a presence in Glen Haven, and both had family farms in “East Empire,” along what is now M72. Both families had managed the Sleeping Bear Inn: Miner’s parents, William and Ezilda, and Thomas Young. So, this was the sale of property between two men long familiar with one another. The Farrants enlarged the house in 1905, with the addition of a new kitchen, almost certainly the small wing to the north.

In 1910, Miner Farrant and his family moved from Glen Haven to the family farm, the Maples, in east of Empire. But Miner continued to own the house in Glen Haven, most likely renting it out. In 1919, he sold it to DH Day for \$450. Residents of the house after the Farrants included blacksmith John Basch and August and Rosie Warner.

Schoolhouse

If you were to keep on walking toward the intersection of M-109, you'd come to the site of the old Schoolhouse. The building is gone now, but it was a one-room school where they held classes through the 8th grade. The graduating 8th grade class of 1925 was made up of just five girls including Marion Day.



Figure 12 Glen Haven school 1920

Oswegatchie – DH Day Farm



Figure 13 DH Day Farm - Oswegatchie

Day anticipated the end of the logging industry and began to diversify. He started a farming operation a few miles south of Glen Haven, which he named "Oswegatchie" after the New York Community where his father was born. He also traveled back to his home state of New York and returned with thousands of fruit trees.

By 1920 Day had more than 5,000 cherry trees, as well as apples, peaches, and pears on his farm. He grew hay and corn to feed his 400 hogs and prize herd of 200 Holsteins, recognized as among the best in the state. The massive white barn, house, and outbuildings (pig barn, creamery, and bull barn) still stand south of Glen Haven on M109. They are privately owned and are not part of the National Lakeshore.

Glen Haven Canning Company

By the mid-1920s, DH Day and his son, DH Jr. had established the Glen Haven Canning Company near the dock. They took advantage of the local fruit crops – especially cherries. The cherries were hand-picked by local farmers or migrant workers, put into wooden lugs that held about 22 pounds of fruit and were delivered to the Cannery, which processed fruit grown in the Day family orchards and from all the area fruit farmers. They shipped canned



Figure 14 Cannery workers

cherries and other fruits to market through various Great Lakes cities. With the improvement in roads and rail service, the importance of the Glen Haven dock faded, until the steamships stopped coming in 1931. It was used by private boaters for a few years until it fell into disrepair. The cannery operated until the early 1940s canning cherries from the local area.

Cherries were processed by cleaning and pitting them, then packing them in metal cans, capping the cans and sealing the lids, cooking them, and then applying the label. Part of the work was to sit or stand alongside a conveyor belt and sort cherries. The boards in the floor covered a gutter in which the waste (twigs, leaves, stones, etc.) and cherry pits were washed outside. The canned produce was carried to the nearby dock and loaded onto ships bound for the large cities on the Great Lakes.



Figure 15 The Cannery in Glen Haven

Later, the Cannery was used to store and repair dunesmobiles for the he Sand Dunes Rides. The dune rides were highly successful and became one of the most popular tourist attractions in the area with young and old alike coming to Glen Haven to ride on the Sleeping Bear Dunes.

The National Park Service acquired the cannery in 1971 and in the 1980s converted the space to a boat museum. In 2010 the building was rehabilitated, and a new floor poured, note the original sections and markings that were replicated in the new cement.

US Life-Saving Station

With all the ship traffic through the Manitou Passage, there were bound to be some accidents. Over the years, there have been about 80 shipwrecks in the Sleeping Bear area. Day lobbied the US Life-Saving Service for many years to get a Life-Saving Station on Sleeping Bear Point.



Figure 16 USLSS Crew practice

part in the Glen Haven community.

In 1902 the Sleeping Bear Point Life-Saving Service Station was established about a mile west of Glen Haven staffed with surfmen to patrol the beaches and rescue the crew and passengers of sinking or grounded ships. In 1931, it was moved to its present site about a half mile west of town to keep it from being buried by the drifting sand of the active dune on the point. The men who worked at the station played an active

The US Life-Saving Station (USLSS), which is now the Maritime Museum, has exhibits explaining how the men of the USLSS lived and worked. It is representative of many similar stations located around the shores of the Great Lakes and the eastern coast of the U.S. There were also Life-Saving Stations on North and South Manitou Islands.

Tourism in Glen Haven

Steamers carried passengers for immigration, business and recreation starting in the late 19th century. As population centers grew in the Great Lakes region, urban residents chose to travel to smaller lakeshore communities like Glen Haven as an affordable vacation away from the cities. People visited the Manitou Passage area to take advantage of the swimming, boating, fishing, beachcombing, hunting, tennis, and golf. Cool breezes off the lake, sunsets, and pure water in lakes and streams provided relief from the sweltering heat and pollution of the cities. The Northern Michigan atmosphere was also said to be beneficial for relieving malaria and hay fever.

Many families of Chicago businessmen would vacation for the summer in northern Michigan, to be joined on weekends by their fathers commuting aboard steamers. Large passenger vessels were often luxuriously appointed, including suites with baths, dining salons, and dance orchestras.

During the period between 1910 and 1931, festive crowds gathered at the Glen Haven docks, especially on weekends, to greet the incoming steamships. Motor coaches awaited newly arriving resort guests while many summer home residents rode to the docks to meet fathers and husbands visiting for the weekend. “They leave Chicago Friday night”, explained a tourist publication, “and get here the next morning, first stop. They’re with their families until Sunday night when the boat takes them back again, ready for the job!”

In 1911, Glen Lake had 6 resorts on its shore. Resort property on Michigan lakes increased in value from 50-100% per year in the early 1920s, enticing vacationers with a pleasant climate and scenery, dances, sports activities, and the chance to mingle or flirt with their peers. Large front porches at resorts provided a transitional space between nature and “civilization”. The 1920s were boom times in the tourist business. A half-million tourists spent \$35 million in 1920, while only six years later, in 1926, 4.5 million tourists spent \$270 million.

Day was the first chairman of the State Park Commission, president of the Michigan Development Bureau, a member of the Western Michigan Pike Association, and served as a Leelanau County road commissioner. When DH Day died in 1928 at the age of 76, newspapers said Michigan had lost “King David of the North”, Eva Farrant Day remained in Glen Haven and lived until 1936.

In 1935 Louis Warnes and his wife Marion (DH Day's youngest daughter) began running Sleeping Bear Dunes Rides out of Glen Haven. Using automobiles with modified tires, the couple drove tourists on scenic rides over the dunes along Lake Michigan. They started the rides with a used 1934 Ford that took four people at a time to the crest of the dunes and back for 25 cents each. The cannery building became the dune buggy garage. By the time the rides ended in 1978, there were 13 dunes wagons each carrying 14 passengers on a 12-mile, 35- minute excursion.



Figure 17 Dunesmobile Ride

By the mid-1970s, the National Park Service had purchased the entire village, although some residents retained occupancy rights. The Inn closed in 1972, and the store closed in 1978 when the Dunesmobile rides were terminated.

Pioneer Life in Northwest Michigan

Early settlers in the Leelanau Peninsula came from a variety of backgrounds. There were a significant number of Civil War veterans among them, many arrived via steamship, often by the route from Ogdensburg, N.Y. As for immigrants from other countries, those in the 1860s and 70s tended to come from Canada (including French Canada), with increasing numbers from

Germany, Britain, and the Austro-Hungarian areas of Europe (the “Bohemians” among them), and Scandinavia soon after.

The following characterized pioneer life. (The information using census data is from 1910, the earliest currently available.)

- Farming was an essential but not sufficient part of getting by for many families. In 1910, 74% of the land in Leelanau County was in farms, and the “average” farm was 110 acres, with about half the acreage improved.
- Households often consisted not only of a nuclear family, but other relatives, boarders, and servants.
- Demographics: In the 1910 census, Leelanau County was over 95% white, with others placed in the categories then used: Indian, Chinese, Negro (Indigenous people were not consistently counted.)
- Making a living – Many people might both farm and work seasonally, for instance, in a sawmill or felling and transporting timber, etc. Or a family might both farm and run a store, or work in a position such as cooper, wagon-maker, or millwright. Most people were poor. Making a living and having enough to get by was a major preoccupation.
- There were many people who owned no land and worked as servants and day laborers or farm laborers. Summarizing census data from 1910 to 1930, roughly a third of respondents described themselves as “laborers” of one sort or another.
- Pioneers bought and sold land among family and community members. Land was a principal asset in the era before banking was widely used by ordinary people.
- Women worked. The occupations attributed to men were often the pursuits of a couple, or of the entire family.
- Children not infrequently were taken in by neighbors or relatives after the death of a parent. They might live with a new family, while their widowed parent lived not far away.
- People had fun. Dances and parties were frequent, often covered by the newspapers with attention to the details. There were various kinds of work “bees,” quilting, cornhusking, laying in wood for the winter.
- Literacy data are available from the 1910 census, only formal males of voting age. 7% of such males in Leelanau County were not literate. For white males born in the U.S., it was 3%; for those born in other countries, it was 10%. Literacy would continue to increase for younger people.
- Educational opportunities grew substantially in the late nineteenth century and were a great source of community pride.
- An eighth-grade education was standard, and a substantial achievement, until perhaps the late 1880s, when a high school was established in Traverse City, followed by a high school in Empire.

- Students' achievements were celebrated in recitations, performances, and debates that were well-attended and covered in detail by local newspapers.
- Children often boarded near school, especially during the winter, in order to be able to attend.
- People traveled and moved more than we tend to think. Roads were very poor, making inland travel very difficult, but travel by steamship and later railroad became increasingly accessible. People might stay with relatives elsewhere for months at a time or move quite frequently within a small geographic area.
- Pioneer era circumstances changed over time: automobiles, gradual electrification, some manufacturing in the area, but, in general, it is fair to say that rural life changed very slowly, well into the twentieth century.
- Mail Delivery: once weekly until 1875. Twice weekly until 1889. Thrice weekly until 1893—then daily. Land cost between \$1 and \$15 per acre. Mail delivery was directly tied to the frequency of the stagecoach that passed through Glen Haven to Traverse City. The fare for the stage was \$2 and remained constant from 1873 to 1893. In poor weather and in winter both the stage and mail delivery were irregular.
- The nearest railway service was Traverse City, until 1903, when it became Empire. The nearest banking was also Traverse City, until 1919, when it became Empire.
- The population of Glen Haven was variously reported as 50, 100, 150.
- The lumber mill and shipping interests in Glen Haven were as follows: the Vermont Central Railroad (1873); the Northern Transportation Co. (1875 to 1881); the DH Day Co. (1883); Butler & Co. (1885); the DH Day Co. (1887 and thereafter).
- Products shipped included (listed as they were first mentioned): lumber, wood, maple sugar, potatoes, (1875); "some farm products," grain, bark (1883); fruit (1885).

Glen Haven Timeline

1836 Through the Treaty of Washington, the Chippewa and Odawa cede to the United States the northwestern Lower Michigan peninsula, including present-day Leelanau Peninsula and the Manitou Islands.

1837 Michigan enters the Union.

1839 Sylvester Sibley and a crew of four survey State land in what is now Leelanau County, including the future site of Glen Haven.

1849 Orange Risdon and William Austin Burt resurvey all the state land in what is now Leelanau County. Sibley had made many mistakes, so Risdon and Burt retraced and reestablished the lines of the original survey.

c1850 John LaRue (1848), John Dorsey (1851), Carsten Burfiend (c1852) and John E. Fisher (c1854) are the first Euro-American settlers to establish living quarters in Glen Arbor Township.

1851 Sep 18, Joseph Harper (from Manistee) makes first land purchase in Glen Arbor Township (9.82 acres - near Life Saving Station).

1855 The *Saginaw* anchors in or near Sleeping Bear Bay. The steamboat is the first known propeller ship to stop along the shore of Glen Arbor Township.

1856 Charles and Elizabeth (Darwin) McCarty come to Glen Arbor Township from Fond du Lac, Wisconsin.

1858 June 7, McCarty purchases 80 acres from Federal Government. This later became D. H. Day's "Oswegatchie" farm.

1861 Northern Transportation Company steamers begin to make daily stops in Glen Arbor.

1863 Nov 21, Mary Ann Wood purchases lot numbered 2 of Section 20, Township 29 North, Range 14 West, containing 49.10 acres according to the United States Survey thereof" (future site of Glen Haven), from the United States of America. The northern edge of Lot 2 borders Sleeping Bear Bay.

1864 Charles C. McCarty builds the dock at Sleeping Bearville (Glen Haven). A flour mill was built as well...unsure of exact date or location but it was later purchased and moved to Burdickville.

Mary Ann Wood enters homestead claim for 156.8 acres at Glen Haven.

1865 Civil War veteran John Helm starts a general store in Glen Haven.

- 1866 Glen Haven Hotel / Sleeping Bear Inn was built. The sign dated 1857 is possibly for business name only, in different location.
- 1867 C. C. McCarty and his wife Elizabeth N. McCarty sell Glen Haven and other lands including the sawmill on Little Glen Lake to the Northern Transportation Company of Ohio for \$4,000.
- 1868 A two-and-one-quarter mile wooden tramway is constructed between the sawmill on Little Glen Lake and the Glen Haven dock. The tram enters at the southern end of Glen Haven and then follows Main Street north to the dock. It is not known if the tramway was built earlier by Charles C. McCarty or by the Northern Transportation Company.
- 1869 Glen Arbor Township builds a road from Glen Haven to the NTC's dock on Glen Lake and south from there to the township line. A bridge is built with funds raised by private subscription - near where the "mill pond" is today.

Enos Mathews was Glen Haven's first postmaster, appointed October 25, 1869.

- 1872 Dock partially destroyed by a storm.
- 1878 DH Day arrives by steamer at the age of twenty-seven to serve as the Northern Transit Company's agent in Glen Haven. Day is the younger brother of Philo Chamberlain's sister-in-law. William and Ezilda Farrant operate the Sleeping Bear Inn. Day rents a two-room suite at the inn.
- 1881 The land at Glen Haven owned by the NTC was conveyed to DH Day and William Ellsworth for \$13,206.47. It included two steamships: the Lawrence and the Champlain.
- 1890 Day house built just to south of the General Store, Eva never moves in, prefers living above the store.

Day begins letter campaign to USLSS advocating for a station at Sleeping Bear Point.

1894 Seymour Transportation purchases the Northern Michigan Line and forms the Northern Michigan Transportation Company. DH Day may have sold his interest in the Northern Michigan Line soon after he acquired the *Lawrence* and the *Champlain*. The Northern Michigan Transportation Company's steamboats continue regular stops at Glen Haven.

Land is formally set aside at Sleeping Bear point for future construction of U.S. Lifesaving Service Station.

1901 Congress appropriates money to build a Life-Saving Station at Sleeping Bear Point, west of Glen Haven. Bids went out in April, work began in July, the construction was finished in December. Contractor was Robert Newcombe and the first Keeper was William Walker.

1902 Sleeping Bear Point Lifesaving Station is inspected, accepted, and officially opened.

1904 Existence of phone lines at Sleeping Bear Point USLSS seen in a letter detailing the need for a seventh Surfman.

1905 Day purchased and installed an Edison gas powered direct-current electric generator (*GT Herald August 10, 1905*). He also constructed a curling rink and tennis court southeast of the Store. The ice was lit at night, with Day flashing the power on and off to warn players the generator would be turned off. Remains of both are visible today.

1906 DH Day started on his farm house on his farm.

1907 DH Day purchases narrow-gauge railroad tracks and a locomotive from the dismantled J. O. Nessen Mill at Glen Arbor. As aligned in 1907, tracks arc around the Glen Lake Swamp to the foot of a knoll behind the Sleeping Bear Inn, then enter a roundhouse.

Grand Traverse Herald 9-12-07: "DH Day is building a large barn on his farm. It will be 40 x 100 feet, with cement basement for 50 head of cattle.

West Michigan Pike Assoc promoting tourism in Northern MI

- 1908 Grand Traverse Herald 10-2-1908: "The Glen Haven hill is being cut down and regraded. The hill is now 17 feet to the hundred. It is the intention to reduce the grade to 8 feet to the hundred. When complete it will be one of the easiest hills in the region. The work is being done at the private expense of DH Day."
- 1910 DH Day owns more than five thousand acres in the Sleeping Bear Dunes area.
- 1913 The opening of state highway M-22 in Leelanau County provides easy automobile access to the Sleeping Bear area and promotes the spread of tourism.
- 1919 DH Day donates a 32-acre site directly east of Glen Haven (fronting Sleeping Bear Bay) to the Michigan State Park Commission. In honor of his donation, the commission names the park DH Day State Park. The commission constructs a campground, log cabin, and road between the park and Glen Haven. Day is named Michigan's first State Park Commissioner.
- 1923 Day Lumber Company closes, several years beyond the end of the Michigan lumber boom, due to his method of selective cutting.
- 1925 Glen Haven Canning Company construction begins. Built on the shoreline near the dock, the canning company processes cherries and apples from DH Day's farm and from local orchards. The processed fruit is shipped from the Glen Haven dock. DH Day Jr. manages the cannery.
- 1926 First gas pump installed in front of the store.
- 1928 DH Day dies on April 17, 1928, at the age of seventy-six without a will. Following his death, Eva Day transfers responsibility for the estate to the Grand Rapids Trust Company.

The Sleeping Bear Inn is enlarged, modernized and the front porch is enclosed. In addition, a two-story, six-bay garage is constructed just south of the inn.

In June 1928, the State of Michigan designates Glen Haven Road (along with a portion of M-22) as state highway M-109, due in large part to the efforts of DH Day. Day learned of the impending designation just prior to his death.

Plans are made to remove the narrow-gauge railroad tracks near the Glen Haven Canning Company. It is not known when the tracks are finally removed.

- 1931 Due to shifting sands, the Sleeping Bear Point Coast Guard Station (originally built in 1902 by the U. S. Life-Saving Service on Sleeping Bear Point) is moved to its current location just west of Glen Haven.

Sleeping Bear Drive may have been constructed as early as 1931, to provide access from Glen Haven to the new U. S. Coast Guard Station.

Steamboat service continues to Glen Haven until 1931. Since the late 1920s there have been few passengers disembarking and little cargo unloaded at the dock due to the poor economy and the popularity of motorized vehicle travel.

By the end of 1931, features that had played a dominant role in the character of the landscape during the nineteenth and early twentieth centuries are gone or greatly diminished. The railroad stops running and the tracks have probably been removed; steamships no longer stop at the Glen Haven dock; the blacksmith shop has been reduced to a storage facility; and garages have replaced all or most of the village barns. Lost with these activities are associated small landscape features such as stacks of lumber, railroad switch signals, metal equipment awaiting repair around the blacksmith shop, and livestock equipment. Dock activity on a smaller scale will service boats carrying fresh fruit to the Glen Haven Canning Company and then transport processed fruit to market. The Sleeping Bear Inn, the Store continue to operate.

- 1933 Jan 1, State of Michigan takes over county road from Glen Arbor to Glen Haven, closing the gap between M-109 and M-22. Length 2.0 miles.

1935 Louis and Marion (Day) Warnes begin operating a dune ride tour business out of the General Store. Inspiration for the new business comes from a modified Model A roadster used by the Frankfort Glider Club and stored at Glen Haven. The club equips the automobile with oversized balloon tires in order to tow-sail planes to the top of the dunes. The Warnes' outfit five automobiles with similar tires and call them *dunesmobiles*. The business is very successful and becomes one of the region's most popular tourist attractions.

1936 Eva Day (Farrant) dies after suffering a stroke.

Dec 24, The Glen Haven Post Office closes.

1937 Through the Grand Rapids Trust Company, DH Day's children purchase the remaining Glen Haven land and buildings at nominal fees.

1939 The last year school was held at Glen Haven. In August of that summer the GH school building was moved to Glen Arbor, next to the GA school, to be used for the younger students. The Port Oneida and Miller Hill schools were also closed.

1941 The former Glen Haven Post Office (originally the village paint shop) is moved to its present location next to the Day house. The post office is remodeled into a one-car garage

1941 Coast Guard Station Sleeping Bear Point deactivated.

c1945 The Glen Haven Canning Company closes in the mid-1940s. In later years, the building served as a garage and repair shop for the Warnes' dune ride business.

1955 Coast Guard Station Sleeping Bear Point land and buildings are returned to public domain, the Bureau of Land Management taking responsibility.

1970 October 21, 1970, Sleeping Bear Dunes National Lakeshore is signed into law through Public Law 91-479.

1972 Sleeping Bear Inn closes.

- 1978 The Warnes' Dune Ride business ceases operation, and the store closes.
- 1979 The Sleeping Bear Inn is listed on the National Register of Historic Places.
- 1983 The Glen Haven Village Historic District is listed on the National Register of Historic Places.
- 1984 Sleeping Bear Point Coast Guard Station opens as the Maritime Museum
- c1985 By the mid-1980s, the National Park Service has purchased all property within Glen Haven. A number of residents retain occupancy rights.
- 1992 The park's Development Concept Plan for Glen Haven is approved.
- 1998 North Manitou Island USLSS Boathouse is designated a National Historic Landmark.
- c2003 NPS rehabilitated the exteriors of the inn, store, Day house, blacksmith shop & generator bldg.
- 2005 Occupancy rights expire for the last remaining Glen Haven resident. 2010 The NPS rehabilitated the cannery, repoured all concrete and replaced the sill.
- 2022 The non-profit group Balancing Environment and Rehabilitation (BEAR) begins a 40-year historic lease at the Sleeping Bear Inn. Rehabilitation starts in April, with plans to open in 2023.

GLEN HAVEN HISTORICAL DISTRICT

1920'S PERIOD PLAN

