D. H. DAY'S KINGDOM

A SPECIAL HISTORY STUDY OF GLEN HAVEN VILLAGE HISTORIC DISTRICT,

SLEEPING BEAR DUNES NATIONAL LAKESHORE, MICHIGAN

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D. H. DAY'S KINGDOM: A SPECIAL HISTORY STUDY

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SLEEPING BEAR DUNES NATIONAL LAKESHORE

MICHIGAN

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THE EARLY PERIOD

When Michigan entered the Union on January 26, 1837, the village now known as Glen Haven was a wilderness uninhabited by white men and seldom visited by the native Ottawa and Chippewa Indians. The year before Michigan statehood was granted, the Indians ceded to the United States via the Treaty of Washington a huge portion of land, including the Leelanau Peninsula and the Manitou Islands. The Indians retained the right to hunt and fish in the new territory until permanent settlers came to stake their claims.

The Glen Haven area was used by Indian hunters and maple syrup gathers, but was not the site of any major Indian settlement. One Englishwoman sailing north on Lake Michigan in 1836 did note the presence of "a few Indian dwellings" on the lakeshore opposite the Manitou Islands.[1]

While the Sleeping Bear Dunes region may not have attracted much attention from the Indians other than legends concerning the creation of the dunes and the offshore islands, the ever-expanding United States could not ignore it. Traffic on the Great Lakes began a boom period upon the opening of the Erie Canal in 1825. Maritime travel between Buffalo and Chicago was now possible. The deep bay on the east coast of South Manitou Island provided the only protection from storms for ships plying the often rough

waters of Lake Michigan. On the northern maritime route the Manitou Passage was the narrowest point between Chicago and the Mackinac Straits. This proximity of land plus the natural haven of South Manitou Island made the area an ideal spot for a refueling station. Steamboats had an insatiable appetite for wood and prodigious quantities were needed to power the vessels to their destinations.

For reasons of health, John Lerue left Chicago in 1847 and settled on South Manitou Island where he opened a trading post. Lerue was the first of many white settlers who came to the area to trade with the passing ships and operate cordwood fueling stations. In 1848 Lerue moved to the present site of Glen Arbor, thus becoming the first white inhabitant on the mainland of Sleeping Bear Bay.

The first known propeller ship to stop in the Sleeping Bear Point area was the Saginaw in 1855. One of its passengers, P. P. Smith, disembarked and settled in Glen Arbor. Smith was the first mail carrier between the Glen Haven/Glen Arbor area and Traverse City, blazing a trail in 1855-56 on a route not permanently established until 1857.

More and more ships were coming to the area, heavily taxing the capacity of the cordwood docks on the two Manitou Islands. C. C. McCartey, recognizing the future potential of Glen Haven to become a major settlement on Sleeping Bear Bay,

built the Sleeping Bear House, soon renamed Sleeping Bear Inn,[3] in the new-born village. McCartey initially called his settlement "Sleeping Bearville," but soon adopted the name "Glen Haven," both terms frequently used by early settlers to describe the rugged wilderness. Also in 1857 he constructed a sawmill near the beach, archeological evidence of which has not been uncovered.[4] McCartey's cordwood business was good, but settlers, and increased lake traffic were not flocking to the area in the large numbers that he had anticipated. Worse yet, tensions over the future of the United States threatened to pull the young nation into pieces.

Further development stagnated as the War Between the States raged and early Michigan settlers left to fight for the Union cause. After the surrender at Appomattox Courthouse, northern Michigan development resumed, and this time at a furious pace, spurred by the Homestead Act of 1862. P. P.Smith was one of the Union soldiers who returned to Michigan. Securing employment with the steamship line Northern Transit Company of Cleveland, Ohio, Smith was an NTC foreman at the Glen Haven cordwood station for the next 13 years. An organizer and trustee for the town of Glen Arbor, Smith was a respected and well-known man, serving later as Justice of the Peace for 8 years and postmaster at Glen Haven in 1880.[5]

McCartey added a flour mill at Glen Haven in 1863, but he agreed to sell it and the next year it was moved to Burdickville.[6] McCartey was joined in 1865 by another Civil War veteran, John Helm, who was born in Canada in 1837 and had moved to Michigan in 1854. Helm opened a general store in Glen Haven, but in 1867 he closed it and moved to the more promising settlement of Burdickville.[7] Glen Haven's stability was assured, however, as the NTC depended on McCartey's operation to fuel its steamers.

In 1865, McCartey expanded his business, building a long dock out into Sleeping Bear Bay and a new sawmill on the northwest shore of Little Glen Lake. McCartey purchased a tugboat to scow for wood on Glen Lake. The tug towed the logs to the sawmill, where they were cut to size and then hauled overland by wagon or sled to the Glen Haven dock. By 1870 a 10-foot wide tramway system was constructed which stretched 2 1/4 miles.[8] This helped make the transport of lumber to the dock faster and easier.

The future course of Glen Haven could have been altered dramatically in 1868, all due to the prodigious quantities of sand available in the area. That year an owner of a German glass factory came to investigate the Sleeping Bear Dunes for the possibility of using the sand in glassmaking and building a glass manufacturing plant in the vicinity. The shipping

facilities at Glen Haven were ideal and the company's American headquarters could be located at Chicago. Tentative plans were to purchase the dunes and Glen Haven. Fortunately for the dunes themselves, the disappointed German reported that the scheme was stillborn. The sand of Sleeping Bear Dunes was not the high-quality product needed for glassmaking.[9]

For unexplained reasons, McCartey sold out all his Glen Haven properties to Northern Transit Company in 1870. P. P. Smith was on hand to ensure a smooth transition. By 1878, however, Glen Haven's importance to NTC had grown. The company had 24 vessels traveling from the company's Great Lakes offices in Ogdensburg, New York, to Chicago and Milwaukee. The dock and sawmill were important links in NTC's operations. Philo Chamberlain, president of NTC, decided that a new agent should be dispatched to the village to manage all of its interests there, which now included a farm south of Glen Haven. Chamberlain chose his sister-in-law's younger brother, David Henry Day, for the job. A new chapter in Glen Haven's history was about to begin.

DAY CLAIMS HIS KINGDOM

The Day family emigrated from Wales to Vermont in the

late 1700s. From a clan of Presbyterian ministers, Ezra Day moved from Vermont to Ogdensburg, New York, in the early 1800s to farm. Ezra had four sons, Nicanor, Laban, John, and David. Being of a good social position and a success at farming, Ezra Day was able to provide his family with all their needs. Young David, upon completing his university studies, worked in a brokerage and then a business where he was in charge of insurance rates, loans, rents, and inventories of wholesale products. He married Jean Houston[10] and they had four children: Alice Jean, David Henry, Robert Houston, and Margaret Thompson.

David Day was a popular man and a community leader. He was captain of the Odgensburg Volunteer Fire Brigade, amateur billiard champion of northern New York State, a baseball player, a dancer, and an actor. He demanded that his family share his passion for physical exercise. Joining the local covered ice-skating rink and buying them all the proper equipment, he insisted that his children skate. The children did not have the strong, disciplinary hand of their father around them very long, for at the early age of 42, David Day died of Bright's disease.

Jean Houston Day and her four children moved into the large house of her father who owned the local Ogdensburg soap factory and a large general merchandise store. Fresh from

school, David Henry Day (called "Henry" by his family[11])entered his grandfather's store and learned bookkeeping from his uncle, James Houston. The young man was slow to give up his boyish ways, however. His family did not approve of the "wild" group of friends with whom he associated. In order to separate them, young Henry Day was sent to Wisconsin where an uncle promised him a position with the railroad. The offer to journey to the expanding West excited Henry and he boarded the railroad for Milton Junction, Wisconsin, dressed in silk hat and cane.

Upon his arrival, he was shocked to discover that the position promised to him was nothing more than hauling railroad freight on a handtruck. With no money to buy a return ticket, Day swallowed his pride and worked hard at the job. His education and charm soon won him a cashier's job inside the local offices of the American and United States Express Companies, and later at the American Express Company of Milwaukee. He was happy and enjoyed an active social life in nearby Janesville, as well as indulging in his favorite pasttime: wildfowl hunting.

After 2 years in Wisconsin, Day accepted a job from his sister's brother-in-law, Philo Chamberlain, the head of the growing Northern Transit Company. His first NTC duties were in Detroit where he was a passenger agent for nearly 4 years.

The Northern Transit Company was growing quickly and doing a thriving business of freight and passenger traffic. Rates were reasonable. A first class fare from Ogdensburg to Chicago cost only $12. Day proved himself in business dealings and Philo Chamberlain soon decided that he was ready to be promoted to management. The Northern Transit Company's cordwood station at Glen Haven, Michigan, needed a new agent to run the company's interests there. D. H. Day was the ideal candidate. In 1878 Day was dispatched to Glen Haven to replace P. P. Smith.

Day arrived in the Sleeping Bear Dunes area in the same fashion so many others did: an NTC steamer. Twenty-seven year old D. H. Day lost his heart to Glen Haven. Not only did he foresee the small village's promise, but he fell in love with the beautiful daughter of the proprieter of the village's hotel. William Farrant was a French Canadian who moved his family to the United States in order for his children to receive a free education. He operated the frontier village inn and rented a two-room suite to the NTC agent who would become a regular resident for over a decade. Farrant was pleased that Day intended to wed his daughter, Eva, when she matured[12] and that he was using all his income to purchase the surrounding territory. Almost from his arrival, Day dreamed of buying out NTC and running Glen Haven's operations himself.

Day's duties as the NTC agent ranged from tedious paperwork to more challenging tasks like securing the ship lines which were flung onto the dock anytime of the day or night. During Lake Michigan storms it was easy for a man to be swept away into the churning water. There were no lights between the NTC office in the general store and the end of the dock. In pitch blackness and during storms, the ships still had to be secured to the dock, or risk being run aground on the beach. The bridge of the dock began at the shore and extended into the bay approximately 150 feet where it widened to form a large platform where cordwood was stacked. A crude track of 2 x 4s ran the length of the dock and accommodated the horse-drawn carts which carried wood and supplies. In stormy weather, Day crawled on his hands and knees using the rails of the horse car track to guide him. He made his way cautiously along the tracks until he reached the huge lanterns which were hung at the end of the dock. He was then able to see and grab the vessel's deck lines to secure them.

Day did not spend all his time in Glen Haven, however. Accustomed to the social life of larger towns, D. H. Day worked for a short time in Traverse City as a manager in the Hannah and Lay Lumber Company.[13] Philo Chamberlain died in either 1880 or 1881. Ships no longer stopped at Glen Haven as NTC's future hung in limbo. When news came that NTC

directors wanted to sell some of the company's assets, Day scrapped together all his savings, borrowed money from his friend Perry Hannah of Hannah and Lay, and took out loans from family and friends.

In 1881 he purchased most of NTC's properties in the Sleeping Bear Dunes area, including the village of Glen Haven, under the name of D. H. Day and Company. He also purchased the NTC steamers Lawrence and Champlain, and set up a freight and passenger service operating from Chicago and Cheboygan called the Northern Michigan Line. No longer were passengers at the mercy of passing ships; now a schedule was established with regular stopping points and times.[14] By 1885 Day no longer managed the NTC sawmill on Glen Lake. He had saved enough money to purchase it. He now controlled his own lumber company.

Day took charge of the hardwood lumber business and general store drawing upon his own past experience to improve and update the facilities. Day needed to start turning a sizeable profit to repay his debts. Each day the mill cut 2,000 board feet of hardwood and from 30,000 to 35,000 board feet of hemlock from the surrounding 5,000 acres of forest.[15] The gamble began to pay off. In early 1882 the newspaper in Leland reported that business in Glen Haven was "booming," but that the roads were "very bad."[16]

VILLAGE LIFE AND ACTIVITIES

According to an 1881 plat map, Glen Haven had 11 buildings ranging from the inn and store to the Blacksmith and Wagon Shop to the school. A large barn located south of the Sleeping Bear Inn provided teams of horses for those who wished to drive into the countryside. The village was divided into over 100 lots. Each lot was approximately 60 by 120 feet. Streets running north and south were Wisconsin, Illinois, Main, Ohio, and Indiana; streets running east and west were State, Beach, and Pine.[17]

Day retained the deeds to all the lots in Glen Haven. There is only one instance in which he allowed a parcel to be sold. Strings were attached to the sale, however. On August 28, 1883, Lot 10 of Block 7 was sold to the trustees of the Methodist Episcopal Church (MEC) of the United States, Church of Glen Arbor. Its specific use was to provide housing for preachers traveling a circuit or for other MEC purposes. The property sold for $238. Seven years later on August 16, 1890, it was back in Day's hands, the Glen Arbor church having abandoned any idea of a sister parish in Glen Haven.[18] No other piece of the village was sold again until after World War I.

The roads in Glen Haven were properly graded, even the streets east and west of Main Street which were never

developed. Day was a pioneer in Leelanau county road construction. The present road from the Glen Haven to Empire was planned, supervised, and paid for by Day. Village communications were also vastly improved by the telegraph line to Leland which Day built. Later, he was instrumental in pressing the Federal government to build a life-saving station on Sleeping Bear Point which had been promised since 1870.[19]

The D. H. Day Store was the nerve center of the village. The telegraph office and the post office were located at the store. It was a natural gathering place for the local people, laborers, and travelers to exchange news and gossip.[20] A hitching post for horses stood in front of the structure but it disappeared by World War I. Also inside were the butcher's shop and maid's quarters. The butcher, who lived in the Warner House with his family, carved fresh pork and beef from the Day farm. The maid helped keep the store clean and assisted Mrs. Day with the household duties in the quarters above. Eva Farrant, age 19, married D. H. Day at Empire on December 20, 1889.

The collection of buildings on the beachfront were considered by Day as his "little acre."[21] Day spent most of his time at the store, but he insisted upon supervising all village operations. Advertising the merits of his

merchandising business was not necessary because his employees were issued coupons redeemable at the store in lieu of part or all of their salary. However, for a few months in 1887, Day did run a large ad in the weekly Leelanau Enterprise. It read:

> D. H. Day,
> Glen Haven!
> Complete New Stock in
> all lines throughout.
> Groceries, Dry Goods, Boots
> and Shoes, Hardware,
> Crockery, Woodenware,
> Cup and Board Furniture, Drugs,
> also
> Barbed Wire, Hay, Rakes,
> Mowers, Harrows, and Etc.
> Prices as Cheap as the
> cheapest.
> Give Us A Trial.
> D. H. Day,
> Glen Haven, Michigan.[22]

Several auxiliary buildings were constructed to complement the store's operation. Directly to the east was a granary and a root cellar. To the north was an icehouse in which as many as 5,000 blocks of ice weighing 150 pounds each were packed tightly with 4 inches of sawdust acting as insulation between blocks. Each block was cut during the winter from Glen Lake and taken from the icehouse to the store and inn twice weekly throughout the year.[23]

Built at the turn of the century was a covered, 150- by

50-foot ice-skating and curling rink. The windows of the hemlock structure were left open to keep the ice frozen. A gas-powered pump was installed in the south-east corner of the rink to pump water onto the floor. Day loved to ice-skate, thanks to his own father's insistence that his children participate in the sport. Furthermore, he had a passion for curling, a Scottish game in which two teams of four men each sent an ellipsoid stone with a gooseneck handle spinning over a 42-yard long court. The purpose was to place a stone nearest the center of target circles located on either end of the rink. On Sunday afternoons Day, his foremen, and Lifesaving Service/Coast Guard personnel faithfully played the sport. In the evenings the Day children and others ice-skated and immediately left the ice whenever Day flashed the overhead lights three times--the signal that it was bedtime. Nearby was a private tennis court reserved for the Day family and friends. While it was unlit, there were bleachers and a 14- by 14-foot birch storage building at courtside.[24] Summertime entertainment was also supplemented by croquet, played on a well-kept lawn behind the store.

Another source of activity was the dock area. A photograph from the late 19th century reveals that several clapboard buildings graced the beach providing additional storage for the warehouse which was located at the midway

point of the dock. The warehouse held provisions which were delivered by the steamers until local citizens came with their wagons to pick up their provisions. At the end of the long pier stood signal towers on which maritime flags were raised to inform passing ships of weather conditions. (A similar signal tower is today located between the store and William Day house.) This weather information was provided by the Sleeping Bear Point Life-Saving Station. The towers in rough weather often were blown away into the lake. In good weather, as many as five ships could be secured to the dock at one time to take on cordwood. One source claims that as many as 70 ships have been in Sleeping Bear Bay waiting to dock or seeking protection from the storms. Glen Haven's shores could offer little protection if storms came out of the northeast, however.[25]

The busy milling season often left the dock short-handed with few workers available to unload the ships and to load lumber. Whenever he faced a critical shortage of manpower, Day went from farm to farm asking his friends and neighbors to assist him.[26]

Besides the store, the Glen Haven beach and dock were popular meeting places for neighbors to visit and to wait for the steamers. Crowds always appeared on Saturday mornings as wives and children craned their necks, waiting for the ships

to arrive from Chicago. Businessmen returned from their jobs in the city every weekend to be with their vacationing families. They left on Sunday evenings to return to Chicago by the following morning.[27] The fare to Chicago cost $5.[28] The spectacle was a popular event for area settlers. Entertainment for many Leelanau citizens was to travel to the Port Oneida/Pyramid Point area, row across Sleeping Bear Bay to Glen Haven, and "watch the ships come in." Some would then ride the D. H. Day train to the sawmill and then row their boat, or ride the Day tugboat, "Alice J. Day," across Glen Lake.[29]

Fishing was excellent in the Glen Haven area. After storms churned the Lake Michigan waters, people from a wide radius came to the village's beaches, but not hoping to search through wreckage from an unfortunate ship. They scanned the lakeshore for trout, whitefish, and perch. The fish, caught riding the tops of turbulent waves, were blown out of the water by the high winds and then were thrust down on the shore. The area fishing grounds were so productive that the more persistent beachcombers could fill their wagons.[30]

GLEN HAVEN'S LUMBERING DAYS

Besides the dock, the raison d'etre of the village was the sawmill on the northwest shore of Little Glen Lake. Day purchased it in 1885 and modernized it with the latest equipment. He also added a new tugboat to tow logs which he named after his first-born daughter, "Alice J. Day."[31] Another great improvement came in 1907 when Day purchased a locomotive to run on the 2 1/4-mile tramway path to the dock. The locomotive came from the defunct J. O. Nessen Mill of Glen Arbor. Day bought the engine and the steel rails for the tramway which swung in an arch around the Glen Lake swamp to the foot of Glen Haven Knoll and to the roundhouse behind the Sleeping Bear Inn. The new acquisition made the mill operation faster and more profitable.[32] Workers who resided in Glen Haven could now get to the mill or nearby farm more quickly each morning, riding the train to work at 7 a.m. and returning home at 6 p.m. The trip was not always without incident for the 15 m.p.h. maximum speed sometimes became a detriment. The engine had no brakes and the mass of metal was always colliding with animals too afraid to move from the tracks.[33]

In the late 19th century, it was a common sight for the banks of Glen Lake to be piled high with lumber. Settlers staking out homesteads either cleared their own land or

allowed lumber companies like D. H. Day's to log-off their property. Many farmers during the long winter months worked in the logging camps or worked on their own, selling the logs to the lumbermen. Ox-drawn sleighs were the best means of dragging the logs through the woods to Glen Lake. During the spring and summer the logs were scaled and rolled into the lake. They were then fastened together with heavy chains and towed by the "Alice J. Day" to the mill where they were cut. Once the train delivered the lumber to the village dock, ships in a never-ending line transported it to cities like Chicago and Milwaukee where it was distributed to build developing towns in the Midwest.[34]

A crew of 15 men and a foreman operated the Day sawmill. The smokestack was nearly 60 feet tall--so high it could create its own pressure to blow smoke out of the building. The whistle, which blew everyday at noontime, was powerful enough to be heard for several miles. Day paid his lumberjacks 15 cents an hour and dock hands 35 cents an hour. By 1910 wages had changed very little. Lumberjacks were paid 17.5 cents and dock hands received 40 cents an hour. Most pay checks were in the form of coupons redeemable only at the D. H. Day Store.[35] Most of Day's employees were men of Norwegian and Swedish decent. A small settlement of Indians east of the village also afforded a reliable source of labor.[36]

Day was a pioneer in the field of environmental conservation. He did not believe in wholesale devastation of the landscape. He ordered his men that when parent trees were cut down, the young shoots be left behind to grow and eventually reforest the area. This was in conflict with the philosophy of many lumbermen. They believed that the best method was to burn-off or plow under the cut over land which was considered to be worthless wasteland. Cattle were commonly allowed to graze in these areas which caused further destruction as young tree sprigs were highly vulnerable to them.

Day did not consider the vast cut over lands worthless, however. His property, and especially in the area known as the Day Forest, was protected from cattle and fires. In fact, the Day Forest is the earliest known example of reforestation in Northern Michigan. Over a period of 35 years, Day's special hobby was to watch the ugly, cut over land grow once again into a lush forest of pine, hemlock, oak, ash, cherry, birch, and maple. By 1918 some trees were more than 2 feet in diameter.[37]

Day's philosophy was one of pride in his country and State. While taking from the land to build his empire, he also wanted to leave something behind in return. Decimating the countryside was anathema to him. His sense of

responsibility and patriotism would never allow him to tolerate such mindless exploitation.[38]

Although his enterprise was not the largest in Michigan, Day was proud of his mill and its superior product. By 1910 he owned over 5,000 forested acres of Leelanau County, enough to keep his company viable well into the next decade while other lumbering companies had already closed.[39] His reputation locally was very good. By 1900 he was being kindly referred to as "the King of Glen Haven."[40]

Day was not like his contemporaries because he went into the lumbering business late in the Michigan lumbering era and he lived in an area which was far from any large urban center.[41] The trademarks of the lumberbarons were huge, ornate mansions and equally ostentatious lifestyle.[42] Life in Glen Haven for the Day family, while comfortable, was austere in comparison. Although an imposing two-story home was built on the Day farm, Mr. and Mrs. Day preferred to raise their seven children in the adequate quarters above the store. Mrs. Eva Day was a quiet woman, intensely devoted to her children and husband. She shunned fancy clothes and always appeared in plain, simple dresses.[43] Day himself had a somewhat inflated ego with one man commenting that he had the annoying "habit of continually clearing his throat because he wanted people to notice him." He dressed rather

plainly too, usually choosing a white shirt with polka dots and a bow tie.[44]

THE D. H. DAY FARM

The D. H. Day Farm, 3 miles south of Glen Haven on M-109, is known locally by its Indian name, "Oswagotchie." On the 400-acre farm is a large house (Traditional Queen Anne, Neo-Classical Architecture), barn, and three out-buildings. First owned by NTC in the 1870s, Day improved the farm by clearing off all the surrounding lands and using modern equipment and agricultural methods. Day had the house and barns built in the late 1880s and early 1890s. Hay and corn were the main crops grown to feed his prize herd of 200 Holsteins and 400 hogs. By the 1920s over 5,000 cherry trees thrived on Oswagotchie.[45]

Day hired a foreman to manage and farm the property, renting the large house to the man and his family. His intense interest in the farm and his passion for physical activity prompted him to walk each evening from the village to the farm to check on the operations. He knew the name of each champion Holstein, the amount of milk each produced, and when each one had calved. State inspectors visited Oswagotchie frequently to test the milk and examine the

animals, some of whom were kept calving continuously. Day wanted each Holstein to be kept at a maximum level of productivity.[46]

The massive barrel-like barn on the Day farm was used specifically for the prized Holsteins. Outbuilding #3 (National Park Service designation on List of Classified Structures form) is a pig barn; outbuilding #2 is a creamery; and Outbuilding #1 is a bull barn. When State highway builders called the "Pikers" were in the area, Day hosted huge picnics for the men either at Oswatgotchie or behind the store in the village.[47]

Day used up-to-date agricultural methods and equipment. His fields were totally cleared of tree stumps, and the crop and pasture lands were surrounded by regularly maintained fences. At least two barns once stood in Glen Haven itself, west of the Sleeping Bear Inn. One was a full-sized, imposing barn while the other was a much smaller structure. No champion cattle were kept in Glen Haven. The large barn in the village housed 20 horses, 6 draft mules, and nearly 100 hogs. In 1920 lightning struck the barn and while the other animals were rescued, the hogs burned to death. The sickening stench hung over the village for days. The structure was rebuilt, but both barns were torn down by the 1930s.[48]

VILLAGE BUILDINGS

The village blacksmith shop was important to all Glen Haven industries because it was there that all the broken metal tools were repaired on the forge. Logging chains which snapped under the heavy weight of the logs were mended. Horses were shod and ox yokes were fixed. The forge was equipped with a hand blower and was a two-man operation.[49] Since the job of blacksmith was such hot, intense work, men never stayed on the job for very long.[50] John Basch, whose relatives settled in the Port Oneida vicinity, held the position longer than most. Since he had no wife or children, he lived at the Sleeping Bear Inn, not in one of the village houses. Basch did all the needed metalwork as well as carpentry duties. The structure also doubled as the carpentry shop which produced all the ready-cut homes, horse barns, and dining halls for the lumber camps. None of the buildings in Glen Haven were the pre-fabricated structures produced by the blacksmith shop, however.[51]

The houses constructed in the village were all planned, financed, and supervised by Day. They were all built primarily to house the Day employees and their families. The William Day House was first occupied by Miner Farrant, Mrs. Day's brother, who worked as the village bookkeeper. Farrant, who married twice, lived in several other village

houses. The William Day House was later occupied by store clerks and their families. The garage, which was moved to the present site in 1941, originally served as the paint shop.[52] The prominent color in stock was lead-based red paint. All of the structures with the notable exception of the inn and the store buildings, were painted red since it was the cheapest paint available.[53]

The Warner House was built by John Tobin for the butcher and his family by the name of Stormer. For a short time it housed the Bumgardner family. A small horse and buggy barn once stood behind the house. One of its last occupants, Rosie Warner, whose late husband carried mail from South Maintou Island to Glen Haven, was a seamstress for the Sleeping Bear Point Coast Guard Station.

John Bumgardner was the sawmill foreman in the early 1900s. The Bumgardner House was always occupied by either mill or farm workers. The original house was a few hundred feet to the north, but it was torn down. John and Cynthia Bumgardner had nine children, all of whom played and attended school with the Day children.[54]

The Glen Haven School, located on the northeast corner of the junction of M-109 and M-209, was a one-room structure which accommodated grades one through eight. The high school was located in Glen Arbor. While the number of Day employee

and Indian children fluctuated during the school term, the average number of students was 25. Male teachers were most common in the lumbering days. Most of them rented rooms at the Sleeping Bear Inn or with Glen Haven families who charged $20/month board out of the teacher's $40/month salary. Day was the school superintendent who paid the expenses and maintained the building. He even built a hemlock sidewalk which stretched from the store to the school, a distance of a quarter mile. As school buses became more prevalent, the Glen Haven School closed in the 1950s and was moved to Glen Arbor next to the high school. After only one year, the building was demolished.[55]

During their childhood and school years in Glen Haven, the Day children were closely supervised by their parents. D. H. Day was a strict disciplinarian who strove to see that his children grew into responsible adults. He wished to instill within them the value of hard work and the virtue of self-reliance. The Day sons did not live off their father, but earned their own money by laboring in the various family enterprises at Glen Haven. The Day daughters were required to help their mother with the housework.[56]

The Rude House was built during World War I by Frank Lavance for his mother and himself. He sold their farm in the shadow of the Sleeping Bear Sand Dune to move into the

village and perform odd jobs for Day. His brother, Bill Lavance, who was the engineer of the locomotive and the last mill foreman, lived south of the Rude House in a structure which is no longer extant.[57] In 1924 the occupants of the Rude House were Elmo "Pat" and Tressie Murphy. Pat, the son-in-law of Bill Lavance, worked for Day.[58]

DIVERSIFICATION

From the Civil War to 1890, Michigan was the nation's number one producer of lumber. The 1890s began the long decline in lumbering as the available supply of timber decreased and the sawmills started closing. Scores of towns solely dependent on lumbering disappeared and the labor force either migrated westward or stayed to go into new professions. Figures in 1897 showed that lumbering was still vital to Michigan's economy as the estimated value of cut lumber totalled more than $2.5 billion.[59]

D. H. Day worked hard to promote this industry in western Michigan. He was one of the founders of the Michigan Hardwood Lumber Association in the 1880s and served as its first president. Day was vice president of the national organization and headed its inspection committee.[60] One of Day's primary concerns was the future of the State and the

Grand Traverse region after the heyday of lumbering had passed. Michigan needed a strong, viable industry to replace the dying one or economic depression would soon grip the area. The blow of such a collapse would have repercussions for generations. Day's own experiment in the early 1880s became the new economic calling card of northwestern Michigan. It came in the form of a simple fruit: the cherry.

Early farmers in the Leelanau area knew that after a few years of growing traditional crops, the sandy, acidic soil of northern Michigan became depleted easily and the weather was unpredictable. When Day first came to the area, he planted a small orchard of cherry trees near the sand dunes. The climate of the lakeshore helped the trees flourish. The prevailing westerly winds blowing over the cool spring waters of Lake Michigan helped retard early growth until the threat of a late frost had passed. Equally important, the lake water was slow to cool in the fall and the winds helped keep early cold spells from ruining the crops before they matured. The ideal climatic conditions have today made Traverse City and the Leelanau area "The Cherry Capital of the World."[61]

To attract new settlers and keep former lumbering men from migrating out of the State was a monumental dilemma for Michigan economic planners. Already in the early 20th

century the industrial cities in southern Michigan like Detroit, Pontiac, and Flint were drawing thousands of new workers to the automobile assembly lines. The salary of an unprecedented $6 a day was luring the young sons of northern Michigan farmers away from the rural areas to the cities. This alarming trend had to be stopped. Already the railroads, feeling the sting of reduced passenger and freight traffic, began to print and distribute pamphlets extolling the opportunities and beauty of north and western Michigan. They particularly promoted the vast acres of available farmland and the proximity of resort areas to the farmers and weary factory workers who were looking for cheap land or a modestly-priced vacation spot.[62] Their efforts were often countered by real estate and railroad men in the northwest and Canada harking the virtues of their regions.

Fruit growing was beginning to become a cash crop by the turn of the century. Day was one of the earliest farmers to take the gamble by planting a vase orchard on Oswagotchie. Its 400 acres in 1903 nutured over 3,000 cherry and apple trees. By the early 1920s , the total surpassed 5,000 trees. The initiative to attract farmers to the Leelanau/western Michigan area was spearheaded by the Western Michigan Development Bureau (WMDB) and its enterprising president, D. H. Day. Day's promotion of western Michigan fruit production involved trips to farmer's conventions in Detroit

and Chicago. His sales pitch took on an almost missionary-like zeal. He devoted considerable time and money to the cause which he headed as WMDB president from 1909 to 1928. Large numbers of new settlers were attracted while others were persuaded to stay. Some farmers were highly successful while others used unwise agricultural methods or failed due to the hardships caused by the Depression.[63]

Tourism was also a budding industry for the area. As early as 1910, Day joined others in the Western Michigan Pike Association to promote the scenic beauty of the region. The Glen Lake area, called "God's Country" and the "Second Most Beautiful Lake in the World" (the first presumably being Lake Michigan), was an especially popular attraction. Tourists from far distances came to the area to stay at the Sleeping Bear Inn or in the small resorts which circled the two inland lakes. By 1920 the promotion effort began to pay off as the boom in tourism began.

Glen Haven was in the forefront of villages which were desperately in the process of diversifying their interests. Other settlements solely dependent on a sawmill like Port Oneida and Good Harbor were folding one by one and disappearing from the map. Under Day's guidance, Glen Haven fought for its survival. The end of the lumber boom had been predicted as early as the late 1890s, but thanks to Day's

conservation methods and the large tracts of timberlands in the Leelanau area, the D. H. Day Lumber Company was able to stay in operation until 1923.[64] The mill had been cutting lumber for 55 years since 1868. Plans for a new enterprise were being formulated at the same time the saws became quiet. The "Glen Haven Canning Company" was located in a 60- by 45-foot canning factory which was built on the village beach. Completed by the mid-1920s, the construction was planned, supervised, and financed by Day himself.

The canning factory is a vivid reminder of how the village fought to stay alive. D. H. Day purchased the fruit crops of all the orchard owners in the area at a fair market price. The fruits, while mainly cherries, also included raspberries and peaches. The Blacksmith Shop, which closed in the early 1920s, served as a storage building for the cannery. The canned produce was carried to the nearby dock and loaded onto ships bound for the large cities on the Great Lakes. As the roads improved and trucking outstripped lake travel, the produce was carried overland and the Day dock, like the mill, fell into disrepair.[65]

Fish was not canned at the facility due to the lack of proper equipment and because commercial fishing was no longer profitable in the area. Sometimes Day had cash-flow problems. He had to sell his crop first before he could pay

his Leelanau neighbors for their fruit. There was never a default on payment, even during the darkest years of the Great Depression.[66]

Day left the canning business in the capable hands of his son, David Henry Day, Jr., who had helped his father in the lumber business while serving as Leelanau County Road Commissioner for 10 years.[67] His father was a busy man with many financial and business interests to juggle at one time. He was accustomed to delegating authority. A new position opened for Day in 1921 as the Michigan Department of Conservation was created. Day was an excellent choice for the job of State Park Commissioner due to his promotional activities and his widely acclaimed Day Forest conservation effort. With the escalating boom in tourism, the natural scenic resources had to be preserved and D. H. Day was the man to whom the governor turned.

Day inaugurated the State's new department in 1920 by donating 32 acres east of Glen Haven to the State.[68] Called the "D. H. Day State Park," it received the distinction of being the first State park in Michigan history. The public land, which included a section of the Day Forest, could now be used as a greater drawing card for tourists as well as local families. A log cabin was built in 1923-24 on the park campgrounds which symbolized the new spirit of conservation

in a rapidly industrializing State. The D. H. Day State Park was joined in 1931 when the Sleeping Bear Dunes State Park was created, which, in effect, nearly surrounded Glen Haven in a recreational district.[69]

The Glen Haven Canning Company continued to operate during the Depression, although many of the workers drifted away to the cities looking for higher-paying, permanent jobs. In 1931, the steamship line which stopped in Glen Haven went bankrupt and closed. Glen Haven's water lifeline, which was responsible for the establishment and development of the village, was cut. Maintenance on the village dock effectively ceased and it soon succumbed to the onslaught of Lake Michigan's merciless surf. The blow was off-set, however, by the steady trickle of automobile and truck traffic via the State highway.[76]

With the collapse of the Day Forest Estates, a decline in the canning business, and the loss of regular steamship service, the Day family strove to maintain the integrity of Glen Haven. Another means of revenue was discovered in 1935 and soon after developed to its full potential using the natural resources of the area.

THE 'KING' DIES

Through most of the 1920s until the day of his death, Day had in mind an even more profitable enterprise than fruit-growing. He wanted to harness the anticipated economic windfall of tourism to the full advantage of the region and Glen Haven village. His scheme was so grandiose that if successful, the Glen Haven/Glen Lake area would be transformed into the most elaborate and exclusive resort in the United States.

In 1922, Day sold a large section of land south of the D. H. Day State Park and on the shores of Glen Lake to a real estate developer.[70] He helped to devise the project which was called the Day Forest Estates, an exclusive summer resort development. Encompassing Alligator Hill, an 18-hole golf course was built, an air strip and a clubhouse site were cleared, and access roads were graded.[71] Many investors rushed to finance the prestigious project which included five acres for the construction of elegant summer homes. By 1928 the Day Forest Estates plan was shaping into reality. In anticipation of the increased traffic into Glen Haven, an annex was built onto the Sleeping Bear Inn. Sleeping rooms were located above a six-bay garage designed to accommodate the automobiles which were finding their way to the Leelanau Peninsula. A complete modernization of the inn was also

undertaken at this time

Following a three month illness, D.H. Day died on April 17, 1928, at the age of 76.[72] The "King of Glen Haven" was interred at nearby Maple Grove Cemetery.

His dream for the resort development continued, however. A 1929 announcement brochure proclaimed:

> DAY FOREST ESTATES 'America's Premier Exclusive Summer Community.' Estates of varying acreage and marvelous vistas. Sporty 18-hole golf course. Excellent tennis courts. Attractive clubhouse. Ten miles--forest roads; bridle paths; foot trails, boating, canoeing, bathing, fishing. Estates ideally restricted. B. R. Hendel, sales manager, Manistee, Michigan.[73]

Following the stock market crash, and as the Depression gripped the area, the economic panic put a halt to further development on the project. The golf course operated for several years for the benefit of local citizens and some tourists, but by the early 1930s, the Day Forest Estates plan was scrapped. Investors lost all their money in the million-dollar scheme.[74]

Because D. H. Day did not leave a will, family members could not agree on how to divide the estate. Some structures like the store were purchased immediately by the Day children, and other parcels were sold during the Depression.

With the family unable to agree, Eva Day decided to place Day family holdings into the hands of a trust company. In 1936, Eva Day died two weeks after suffering a stroke. On March 27, 1937, the Grand Rapids Trust Company issued an order confirming the sale of the estate under the name of D. H. Day Properties, Inc.[75] Glen Haven was divided among Day's children who bought remaining village lands and buildings at nominal fees. For the first time since the village was purchased by Day, parcels of Glen Haven became available to outside investors. Structures such as the Wickland and Dean Houses, copied from the style of the Rude House, were constructed by individuals who wanted summer homes in the Sleeping Bear Dunes region.[76]

NEW DIRECTIONS

During the summers of 1934 and 1935, the Frankfort (Michigan) Glider Club held meets at the Sleeping Bear Dunes State Park and used the summits of the dunes to launch their sail planes. Gliding around the Glen Lakes and Lake Michigan was delightful, but the hard work put a damper on the fun when the club members had to pull the sail planes up the high sand dunes. One member had a small Model A roadster which he equipped with balloon sized tires to travel on the sand. This forerunner of the "dune buggy" was used to tow the sail

planes at the base of the dune until the prevailing winds took over and air currents carried them aloft.

Between meets, the Model A was left behind with Day's son-in-law, Louis Warnes. Warnes, who owned and operated the general store, had permission to use the car himself to entertain his family and friends. He decided to begin charging fares for the joy rides as its popularity spread. Convinced that this new enterprise could be profitable, Warnes purchased five more passenger cars. He equipped them each with the special tires and sheltered them in the garages at the Sleeping Bear Inn and the ones which were built behind the store. Chauffers were hired to drive the vehicles and ensure that no foolhardy risks were taken. The Sand Dunes Rides operated from Glen Haven and were headquartered at the Day Store.[77]

The dune rides were highly successful. It 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.

In 1970, Congress created the Sleeping Bear Dunes National Lakeshore which encompassed all of Glen Haven and the sand dunes. The Sleeping Bear Inn was closed to the public for the first time in 115 years following the summer of 1972. As the U.S. Government through the lakeshore

caretaker, the National Park Service, began to acquire private properties, all of Glen Haven village was purchased by the mid-1970s. Village residents retained occupancy rights until the early 1990s. Because it was determined that the dune rides were potentially harmful to the natural environment of the sand dunes, the rides concession was cancelled in 1978.

With few changes, Glen Haven village appears much as it did a century ago. It has largely escaped the onslaught of rapid modernization and commercialization. Except for the occasional passing of sightseers, the village remains a quiet place in which to reflect on how bustling it must have been when the steamers stopped to take on lumber and passengers, when the locomotive inched toward the roundhouse, and when the noon whistle blew each day at the sawmill.

In the summer of 1982, the Midwest Regional Office of the National Park Service prepared a National Register of Historic Places nomination for Glen Haven (See Part II). The boundaries of "Glen Haven Village Historic District" include the village, the tramway path, and the sawmill site at Little Glen Lake. On June 24, 1983, the Keeper of the National Register accepted Glen Haven Village Historic District on the National Register of Historic Places.

Glen Haven village owes its existence to one man who had

the foresight to guide it through uncertain economic times. The village was his own private kingdom. His Leelanau neighbors all recognized and respected the "King of Glen Haven" and some affectionately called him "King David of the North Country" and "one of Northern Michigan's greatest builders."[78]

Day did dabble in politics. He attended the local Democratic convention in Leland in 1892, but never became an active one-party man.[79] State political leaders asked him to seek the governor's mansion, but he refused. Some of his family thought that he could have gone far in the political and financial world. D. H. Day did not choose that kind of life. Since 1878, this stubborn, proud man had only one dream to fulfill. He had his own empire to build at Glen Haven.

ENDNOTES

[1]Myron H. Vent, South Manitou Island: From Pioneer Settlement to National Park (New York: Publishing Center for Cultural Resources, 1973), p. 13.

[2]Dr. M. L. Leach, "A History of the Grand Traverse Region," published in The Grand Traverse Herald, Traverse City, Michigan, 1883, and reprinted (Mount Pleasant: Central Michigan University Press, 1965).

[3]The year 1857 for the construction of the Sleeping Bear Inn should not be etched in stone even though most local history accounts and the Inn's National Register nomination claim this date. The following memorandum explains this contention:

"In saying that a sawmill and the Sleeping Bear Inn were built in 1857 we may be saying more than is really known. While the more recent book on local history makes this statement the older sources do not mention Glen Haven until later. Consider:

1. Charles C. McCarty was postmaster of Glen Arbor from 1859-1861, and was most likely still living in Glen Arbor.

2. A 1860 map of Lake Michigan shoreline which gives accurate detail of the natural and cultural features does not show the Sleeping Bear Inn.

3. No mention is made of Glen Haven in the older histories until 1862.

4. No cordwood operation could operate without a dock. The dock is reported to have been built in 1865 after the Glen Arbor Dock (1857) and the Port Oneida Dock (1862).

-A sawmill is not an essential part of a cordwood operation. Many cordwood stops had no mill.

-The mill referred to at Glen Haven may have been only the flour mill operated by Charles Dumbrill.

-The wood near the beach in the Glen Haven area would not be suitable for fuelwood since it was soft wood not hard wood."

While it is possible that the Inn and sawmill were built in

1857 the above suggests that the date may be in error." Source: Memo, November 10, 1982, Superintendent, Sleeping Bear Dunes, to Chief, Programs and Budget, Midwest Regional Office, on "Concurrent Review of Document D. H. Day's Kingdom: A History of Glen Haven, MI," p. 2.

Certainly, archeological survey and investigation by the National Park Service of the Glen Haven area is critically needed if controversies such as this are to be answered.

[4]Kathryn M. Schlabach, Glen Haven: Options for Development, Sleeping Bear Dunes National Lakeshore, M.A. Thesis (Ann Arbor: University of Michigan, 1980), p. 41; and Robert Dwight Rader (and the Glen Arbor History Group), Beautiful Glen Arbor Township: Facts, Fantasy, and Fotos (Glen Arbor, MI: Village Press, 1977), p. 7.

[5]The Traverse Region, Historical and Descriptive, with Illustrations of Scenery and Portraits and Biographical Sketches of Some of its Prominent Men and Pioneers (Chicago: H. R. Page and Co., 1884), p. 248. Glen Haven was given a post office on October 28, 1869 with Enos R. Matthews the first postmaster. See Walter Romig, L.H.D., Michigan Place Names (Grosse Pointe, Michigan: Walter Romig, Publisher, 1975), p. 225.

[6]Interview and research notes of Mrs. Marie Scott, June 13, 1982. Scott, a National Park Service employee at the Sleeping Bear Dunes National Lakeshore Visitor Center, has conducted her own research into the history of Glen Haven.

Charles Dumbrill was the miller who operated the flour mill, "the only flouring-mill within thirty miles." In 1868, Dumbrill was back in Glen Haven to operate the NTE "mill" which burned within the year. See The Traverse Region, pp. 246-7.

[7]The Traverse Region, p. 248.

[8]Edmund M. Littell, 100 Years in Leelanau (Leland, Michigan: The Print Shop, 1965), p. 13.

[9]Nan Helm, Village Days and Village Ways of Burdickville (n.p.): (n.p.), (n.d.), pp. 35-6. The book may be found in the Michigan Room of the Traverse City Public Library. The author is the daughter of John Helm.

[10]The Houstons were originally French Hugenots who migrated to Ireland and then to Pennsylvania. General Sam

Houston was a second cousin of Jean Houston. See "History of the D. H. Day Family," compiled by Ruby Day and donated July 1980 to the National Park Service, Sleeping Bear Dunes National Lakeshore, Visitor Center Library.

[11]In high school, D. H. Day was known as "Hank" and in Traverse City, "Harry." His wife always called him "Harry," but in Glen Haven his friends either addressed him as "David" or "D. H." See "History of the D. H. Day Family."

[12]Ibid. When she was growing up, Eva sat by Day at every meal at the Inn and he took her with him everywhere he went, usually in a two-wheel cart to the mill, the woods, the lake, or horseback riding. He asked Mrs. Farrant's permission to marry the girl when she matured during his first Easter in the village. He was in the Inn's kitchen coloring eggs for Eva when he declared his intention to marry the child.

[13]Ibid.

[14]The sale was announced in the April 14, 1881 edition of The Leelanau Enterprise, Leland, Michigan. On May 26, the paper announced that the stopping points would be: Milwaukee to Glen Haven, Leland, Torch Lake, Northport, Charlevoix, Petoskey, Harbor Springs, Cross Village, St. James, St. Helena, Point St. Ignace, Mackinaw, Duncan City, Cheboygan, Rogers City, Crawfords Quarry, Presque Isle, and Alpena. Day soon sold his interests in the shipping line and the Champlain was sold to the Seymour brothers of Manistee and P. J. Klein of Milwaukee.

[15]James Muhn, "Draft Historic Resource Study, Sleeping Bear Dunes National Lakeshore" (Denver Service Center: National Park Service, U.S. Department of the Interior, 1978), p. 43.

[16]The Leelanau Enterprise, (February 16, 1882), p. 3. Bert Cook of Glen Haven was quoted as making this statement.

[17]Office of Deeds, Leelanau County Courthouse, Leland, Michigan.

[18]Ibid. The trustees were George Mason, Victorus F. Thurston, LeRoy Morgan, Marvin LaCore, and John Lerue. Glen Haven did have at least one resident preacher. The January 26, 1882, Leelanau Enterprise stated that "Rev. Benerfer of Glen Haven preached for Pastor McClelland in the congregational pulpit last Sunday." p. 3.

[19]"Better Late Than Never: Belated Tribute to Pioneer Lumberman and Merchant," Michigan Tradesman (13 February 1929), p. 3, reprinted from Michigan Tradesman (13 July 1910).

[20]Some Other Day (Remembering Empire), collected by the Empire Township Heritage Group (Empire, Michigan: 1974), p. 70.

[21]Mrs. Nellie (William) Day, interview, June 14, 1982, Glen Arbor, Michigan. Nellie Bumgardner married William "Bill" Day (D. H. Day's youngest son) in 1934. She was born in Glen Haven in 1909.

[22]Leelanau Enterprise, (November 3, 1887), p. 16.

[23]Marie Scott, June 13, 1982.

[24]Ibid., and Nellie Day, June 14, 1982.

[25]Littell, 100 Years in Leelanau, p. 15, and Nellie Day, June 14, 1982.

[26]Mrs. Lila Hunter, interview, June 16, 1982, Empire, Michigan. Mrs. Hunter has lived in the area since 1924 and is an excellent source of local history. Her father worked for Day and she worked three years at the Sleeping Bear Inn.

[27]Robert Dwight Rader, et. al., Beautiful Glen Arbor Township: Facts, Fantasy, and Fotos (Glen Arbor, Michigan: Village Press, 1977), pp. 62-3. These ships, part of the Northern Michigan Line, included the Manitou, Puritan, Missouri, and Illinois. The line went bankrupt and folded in 1931.

[28]Nan Helm, Footprints Where Once they Walked (n.p.): (n.p.), (n.d.), p. 4. This book may be found in the Michigan Room of the Traverse City Public Library.

[29]Mr. Jack L. Barratt, interview, November 7, 1982, Port Oneida, Michigan. Mr. Barratt and his wife Lucille grew up on the Pyramid Point area and are both excellent sources of local history. D. H. Day was a good friend of Mr. Barratt's grandfather, the son of Port Oneida's original settler, Carsten Burfiend. The two were "drinking buddies," and Mr. Barratt recalls one day when Day was leaving the Burfiend house at Port Oneida, he fell off the front porch and into the lilac bushes. Day was so intoxicated that he required assistance to extricate himself from the embarrassing situation. Barratt suspected that D. H. Day

"had a drinking problem," and today would be classified as an "alcoholic."

[30]Nellie Day, June 14, 1982. There were no commercial fishermen operating out of the village. Most lived on the Manitous or in Glen Arbor, but would occasionally visit the Day store. A few Coast Guard men did fish on the side to supplement their incomes.

[31]The tug was once a Detroit passenger boat and was converted to tow logs between Glen Lake and the sawmill. It was later sold to the Booth Fish Company who soon abandoned it when it burned in 1919. See Rader, Beautiful Glen Arbor, Township, p. 14.

[32]Littell, 100 Years in Leelanau, p. 16.

[33]Marie Scott, June 13, 1982, and Rader, Beautiful Glen Arbor Township, p. 14.

[34]Some Other Day (Remembering Empire), p. 3.

[35]Rader, Beautiful Glen Arbor Township, pp. 48-9.

[36]Nellie Day, June 14, 1982. When Day was short of workers, the Day children were not unknown to go out to the camps and scale lumber.

The Indians consisted of no more than four or five families who lived in tar-papered shacks. When the land on which their village stood became the D. H. Day State Park, the Indians were relocated closer to Glen Arbor. (Interview with Lila Hunter, June 16, 1982).

[37]Nellie Day, June 14, 1982, and "Death Claims David H. Day, Sr.," Traverse City (Michigan) Record-Eagle (17 April 1928), p. 2. The Day Forest was an early tourist attraction in the Glen Lake area. The West Michigan Pike Association tours included it on their regular itinerary, and university and government conservationists studied it as a model.

[38]Nellie Day, June 14, 1982.

[39]"Better Late Than Never," Michigan Tradesman, p. 3, and "Death Claims David H. Day, Sr.," Traverse City Record-Eagle, p. 2.

[40]The Leelanau Enterprise, (1 March 1900), p. 1.

[41]Charles Anderson, Jr., interview, June 11, 1982, Frankfort, Michigan. Anderson has lived in the area all of

his life and has written a history of his family's experiences. He remembers D. H. Day vividly during the World War I period.

[42]Willis Frederick Dunbar, Michigan: A History of the Wolverine State (Grand Rapids: William B. Eerdmans Publishing Company, 1965), p. 480.

[43]Lila Hunter, June 16, 1982. Mrs. Day particularly loved making clothes for her children.

[44]Charles Anderson, Jr., June 11, 1982. Day did insist upon absolute courtesy and formality toward his wife, however. Miner Farrant, Eva Day's brother, was not allowed to call her "Eva," but had to address his sister as "Mrs. Day." (Marie Scott, June 13, 1982).

[45]Marie Scott, June 13, 1982.

[46]Lila Hunter, June 16, 1982.

[47]Nellie Day, June 14, 1982.

[48]Marie Scott, June 13, 1982.

[49]Ibid.

[50]Lila Hunter, June 16, 1982.

[51]Nellie Day, June 14, 1982.

[52]Ibid.

[53]Marie Scott, June 13, 1982.

[54]Nellie Day, June 14, 1982

[55]Marie Scott, June 13, 1982. Day's sons, D. H. Jr., and William, both attended military academies. His daughters, Alice, Eva, Margaret, Estelle, and Marion attended St. Mary's Catholic School for Girls in Chicago. (Nellie Day, June 14, 1982). Two other children, a baby (one-day old) and a son, Henry Houston Day, (age 6) died in infancy.

[56]"Better Late Than Never," Michigan Tradesman, p. 3.

[57]Nellie Day, June 14, 1982.

[58]Lila Hunter, June 16, 1982

[59]Donald A. Blome, The Proposed Sleeping Bear Dunes National Lakeshore: An Assessment of the Economic Impact (National Park Service: 1967), p. 4.

[60]"Death Claims David H. Day, Sr., "Traverse City Record-Eagle (17 August 1928), p. 2.

[61]Blome, The Proposed Sleeping Bear Dunes National Lakeshore, p. 4.

[62]Dunbar, Michigan, pp. 490-1.

[63]Muhn, "Draft Historic Resource Study," pp. 60-1.

[64]Marie Scott, June 13, 1982. At the time the mill closed, workers were paid $1.00 a day.

[65]Lila Hunter, June 16, 1982. During the 1930s, lake storms slowly devoured sections of the dock. In 1982, only the tops of the wooden piles appear in Sleeping Bear Bay.

66Nellie Day, June 14, 1982. the last Oswagotchie foreman was Al Millington.

[67]The Official Who's Who In Michigan, edited by Herbert S. Case (Munising, Michigan: Frederick P. Case, 1936), p. 96.

[68]Blome, The Proposed Sleeping Bear Dunes National Lakeshore, p. 7. The land was donated by Mr. and Mrs. D. H. Day to the State of Michigan on November 15, 1920. The transfer was officially recorded on July 15, 1921. See Office of Deeds, Leelanau County Courthouse, Leland, Michigan.

[69]Marie Scott, June 13, 1982.

[70]According to Jack Barratt, he remembers D. H. Day telling his grandfather that selling the land to the real estate developer put an end to his chronic indebtedness and that he had finally "broken even." Barratt stated that Day, while he had a lot of investments tied up in his Glen Haven-based industries, was not a wealthy man. His money problems may have contributed to his drinking to excess. Jack L. Barratt, November 7, 1982.

[71]Littell, 100 Years in Leelanau, pp. 16-7.

[72]"Death Claims David H. Day, Sr." Traverse City Record-Eagle (17 April 1928), p. 2. The newspaper claimed he

was 74. Actually Day was born July 10, 1851, which would have made him almost 77. This date is according to his tombstone in Maple Grove Cemetery which is between Glen Haven and Empire.

[73]Rader, Beautiful Glen Arbor Township, p. 89.

[74]Nellie Day, June 14, 1982. William and Nellie Day were the operators of the golf course.

Some rumors circulated which held that the White House during Calvin Coolidge's presidency was interested in building a summer resort spot for the President in the Day Forest Estates. Nellie Day called the rumor "nonsense."

[75]Office of Deeds, Leelanau County Courthouse, Leland, Michigan.

[76]Nellie Day, June 14, 1982.

[77]Littell, 100 Years in Leelanau, p. 18. Gasoline pumps were also presumably installed at this time to service the dune ride cars as well as the automobiles of tourists.

[78]"Death Claims David H. Day, Sr., "Traverse City Record-Eagle (17 April 1928), p. 1. The newspaper also stated that "D. H. Day did more than any other man to make Leelanau County the great producer it is today."

[79]The Leelanau Enterprise, Leland, Michigan (April 28, 1982), p. 1.

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PART II:

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY/NOMINATION FORM

FOR

GLEN HAVEN VILLAGE HISTORIC DISTRICT

(Accepted to the National Register on June 24, 1983).

Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Glen Haven Village Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER

_NOT FOR PUBLICATION

CITY, TOWN
Glen Haven

_ VICINITY OF

CONGRESSIONAL DISTRICT
9

STATE
Michigan

CODE
26

COUNTY
Leelanau

CODE
089

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	_PUBLIC	X OCCUPIED	_AGRICULTURE	_MUSEUM
_BUILDING(S)	_PRIVATE	X UNOCCUPIED	_COMMERCIAL	X PARK
_STRUCTURE	X BOTH	_WORK IN PROGRESS	_EDUCATIONAL	_PRIVATE RESIDENCE
_SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	_ENTERTAINMENT	_RELIGIOUS
_OBJECT	X IN PROCESS	_YES: RESTRICTED	_GOVERNMENT	_SCIENTIFIC
	_BEING CONSIDERED	X YES: UNRESTRICTED	_INDUSTRIAL	_TRANSPORTATION
		_NO	_MILITARY	_OTHER:

4 AGENCY

REGIONAL HEADQUARTERS *(If applicable)*
National Park Service, Midwest Regional Office

STREET & NUMBER
1709 Jackson Street

CITY, TOWN
Omaha

_ VICINITY OF

STATE
Nebraska 68102

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Leelanau County Courthouse

STREET & NUMBER

CITY, TOWN
Leland

STATE
Michigan 49654

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Sleeping Bear Dunes National Lakeshore

DATE
July 1976

_FEDERAL X STATE _COUNTY _LOCAL

DEPOSITORY FOR SURVEY RECORDS
State of Michigan, History Division

CITY, TOWN
Lansing

STATE
Michigan 48918

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	_RUINS	X ALTERED	X MOVED DATE 1941
_FAIR	_UNEXPOSED		William Day Garage

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Glen Haven Village Historic District comprises 15 historically significant buildings and 2 significant historic sites. Dating from the mid-19th century, few of the district's buildings have undergone major alterations. The village of Glen Haven is unincorporated and is located in Glen Arbor Township, Leelanau County, Michigan. The village lies within the boundaries of Sleeping Bear Dunes National Lakeshore, and is owned by the National Park Service. The district comprises the east and west sides of Main Street (M-209) and maintains the character of a turn-of-the-century company lumbering town. A 10-foot wide narrow gauge railroad grade connecting Glen Haven to the D. H. Day Sawmill on the northwest shore of Little Glen Lake is also included in the district. Although the sawmill is no longer extant, the site of the structure is included within the boundaries due to its great importance to Glen Haven's economic livelihood. The district contains a hotel, canning factory, general store, blacksmith shop, signal tower, and several residences.

BUILDINGS CONTRIBUTING TO THE CHARACTER OF THE DISTRICT:

The order of presentation follows in a clockwise manner beginning with the D. H. Day Store buildings going south, across M-209, and then north, completing the rectangle at the Canning Factory (see enclosed map, "Glen Haven Village Historic District"). The sawmill site and the narrow corridor of the tramway path to Glen Haven complete the district boundaries.

1. HS 25-121C, D. H. Day Store-Garage (mid-1910s): The clapboard 24- by 34-foot building has two 8-foot paneled rolling garage doors with no glazing. Each door is flanked by a pair of one over one windows with a capped window head. The roof is covered by sheet metal. The condition of the garage is fair.

2. HS 25-121B, D. H. Day Store-Storehouse (circa 1910): The small clapboard utility building is 12 by 28 feet. The gable end has a central four paneled door with two flanking one over one windows with capped window heads. The frieze board is proportionally wider than the corner boards. However, both auxiliary buildings of the store (HS 25-121B and -121C) do not have as deep a frieze board as the main store building. This feature is one of the few architectural detail refinements in the assemblage. Two doors on the south side open to restrooms that were added after 1935. The foundation is concrete block and the roofing material is rolled asphalt. The condition of the storehouse is good.

3. HS 25-121A, D. H. Day Store (1865): The main structure is a two-story, 20- by 60-foot building with a gable roof. The gable end has a very deep frieze board with a molded cornice. Two large windows divided into two over two lights with a transom level glazing of smaller panes from the commercial front. A glazed recess repeats the division points of the storefront and is centered with a doorway with a transom. Projecting above the doorway is a large bay with an eight over eight center window with two six over six windows on either side. The bay window was added after the turn-of-the-

century. This alteration replaced two small windows and a large billboard which were still in place in a circa 1900 photograph. There are two more prominent attachments on either side of the original building (a shed-roofed 12- by 30-foot addition on the north side, and a 12- by 30-foot hip roofed addition on the south side). Projecting a story and a half, a false facade hides the shed roof on the north addition. This facade has a 12-panel door and a six over six window. The hip roofed addition has a doorway and small covered porch facing east. The entire complex is covered in clapboard with the center section having a wood foundation and the additions having concrete. The roof is asphalt shingles. The store is in good condition and presently inhabited.

4. HS 25-121E, Glen Haven Signal Tower (date unknown): The structure is a diagonally-braced, fabricated metal, pyramidal signal tower. It is 10 feet square at the base tapering to a point 50 feet tall and fitted with a 20-foot flagstaff topped by an eagle finial over a standard globe. A standard metal industrial ladder runs from grade to the apex of the base. The structure, presumably historic, is similar, if not identical, to other such structures: HS 51-123H located at South Manitou Island Coast Guard Station, and HS 19-121F located at the Sleeping Bear Point Coast Guard Station which is known to have been constructed in 1914. The Glen Haven Signal Tower is in good condition.

5. HS 25-118, William Day House (circa 1890): This two-story frame house underwent major remodeling in the early 1940s. A paint shop was moved to the site, converted into a garage (15 by 18 feet) and joined to the main house (15 by 25 feet) by a breezeway. First story windows were converted into two large "picture" windows while the upper story retained the original two over two glazing. A covered entranceway was probably added at this time also. The entire complex was then covered with asbestos shingle siding to unify the whole. The roof is asphalt shingles. The house is in good condition and presently inhabited.

6. HS 25-121D, Warnes Blacksmith Shop (circa 1860s): The two-story wood frame barn has vertical boards as siding and a gable roof of sawn wood shingles. There are several fenestrations on the west (front) facade including a large double door and two second story hinged window openings. The overall dimensions of the structure are 25 by 35 feet. The blacksmith shop is in good condition and has been stabilized.

7. HS 25-114, Warner House (circa 1898): The wood frame structure consists of a 15- by 25-foot two-story main block with a one-story wing measuring 20 by 15 feet. The one-story section has a shed-roofed porch supported by four turned posts, terminated by incised brackets. The foundation is concrete block, the siding is clapboard, and the roof is asphalt shingles. The frieze

boards on the two-story gable is less pronounced than the majority of the village structures built about the same time. Most of the windows are one over one with simple window heads. The house is in fair condition.

8. HS 25-122, Bumgardner House (circa 1890s): The structure is a T-shaped story and one half house with sawn wood shingle roof and clapboard siding. The front gable has the wide frieze board common to most other village residences. The house is in fair condition, and awaiting further preservation.

9. HS 25-108, Wickland House (1928 to 1947): The structure is a frame building on concrete foundation with an asphalt shingle roof. A "picture" window, a double pair of two over two windows with decorative exterior shutters, and a small covered porch complete the front facade. The house is in good condition and presently inhabited.

10. HS 25-107, Rude House (circa World War I): The one-story wood frame house is 23 by 15 feet with clapboard siding and a gable roof with tar paper covering. The foundation is of concrete and stone with a front concrete porch. The rear wing is 14 by 15 feet with a gable roof. The house is in good condition and is presently inhabited.

11. HS 25-107A, Rude Garage (circa World War I): This dependency is of the same unrefined construction as HS 25-107, with the same finishes. The garage is in good condition.

12. HS 25-115, Dean House (1928 to 1947): The frame house with gable roof has a symmetrical facade with a center door and two flanking "picture" windows, as well as projecting eaves with exposed rafters. The walls are covered in asbestos, and the roofing material is asphalt shingles. The house is in good condition and presently occupied.

13. HS 25-106B, Sleeping Bear Inn-Garage (1928): The wood frame garage with seasonal sleeping rooms on the second floor has six vehicle bays on the first floor. The building is covered by clapboard and the gable roof is covered with asphalt shingles. The interior spaces are crudely finished, but the structure is in good condition.

14. HS 25-106A, Sleeping Bear Inn (1857) (Individually listed on the National Register; accepted September 6, 1979): Built by C. C. McCartey, the building was first used as a frontier hotel and later as a resort hotel. The original structure was a two-story, rectangular building facing east and north toward Sleeping Bear Bay. The wood frame structure is covered with clapboard siding and a gable roof. Various sized windows were used on the structure, but six over six panned double-hung windows are most prominent. Two red brick fireplaces and chimneys replaced a wood-burning box stove and a kitchen stove.

In 1928 a large addition 20 by 40 feet was built onto the rear making the inn L-shaped. The addition was also of clapboard, gable roofed, with six over six double-hung windows. A large hip-roofed porch was added around the east and north elevations. The porch is enclosed and contains several two over four paned double casement windows placed in pairs. Three over four double doors are near the center of the east elevation. Wooden steps were added to the rear for an entrance to the upstairs, and inside bathrooms were added. The gable roof on the main structure is covered with asphalt shingles and the hip roof over the veranda is covered with tar paper. The condition of the inn is good.

15. HS 19-153A, Canning Factory (mid-1920s): The single story utilitarian wood frame building is 60 by 45 feet. The foundation and floor are concrete and the shed roof is covered with metal. Asphalt shingles cover the wide board siding. Large overhead garage doors open at both the north and south ends. The west facade has seven small three over three windows; there is physical evidence that these were replacements for larger windows and/or doors. There are traces of the original sign "Glen Haven Canning Co." on the north facade. There are two lean-to additions on the east. The Canning Factory is in fair condition.

16. HS 19-174, D. H. Day Narrow Gauge Railroad Grade: Earthwork roadbed for narrow gauge railroad which ran from the D. H. Day Sawmill site on the northwest end of Little Glen Lake in an arc to Glen Haven about three miles away. Cut through the trees, the roadbed was filled to provide an almost level bed 10 feet wide. With the encroachment of nature, the railroad grade is in deteriorated condition.

17. D. H. Day Sawmill Site: Located on the northwest shore of Little Glen Lake, the sawmill was built in 1868 by C. C. McCartey. It ceased operations in 1923 and was torn down shortly thereafter. Little above-grade physical evidence now remains of the structure on the mill site. (See Historical Base Map for site location.)

NON-CONTRIBUTING STRUCTURES:

Directly behind (east) the D. H. Day Store are several garage buildings of recent construction used to house vehicles from the dune rides business in the post World War II period. At least one double bay garage is located within the district boundaries in Block 2, Lots 11 and 14.

The D. H. Day Dock is not included within the district boundaries, although it was integral to the village's economy. Due to a lack of integrity of design, workmanship, and feeling, it is not eligible for the National Register under Criteria A, B, or C. Until archeological survey and evaluations are

conducted, we do not have sufficient data to determine the site's potential for eligibility under Criterian D (informational value).

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
_PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION
_1400-1499	_ARCHEOLOGY-HISTORIC	X CONSERVATION	_LAW	_SCIENCE
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE
_1600-1699	_ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER
X 1800-1899	X COMMERCE	X EXPLORATION/SETTLEMENT	_PHILOSOPHY	_TRANSPORTATION
X 1900-	_COMMUNICATIONS	X INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		_INVENTION		

SPECIFIC DATES 1857 - BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

Glen Haven is significant because it is an excellent example of a turn-of-the-century company lumbering town, one which was vital to the growth and economic well-being of the entire Leelanau County area. It is a well preserved northern Michigan village on the Leelanau Peninsula with good examples of vernacular architecture dating back to the mid-19th century. Glen Haven was an important cordwood fueling station for steamers on the Great Lakes due to its naturally deep bay and the long dock built by the village's first inhabitant, Charles C. McCartey. A sawmill, which was built to cut cordwood, soon resulted in Glen Haven becoming an important lumbering town, and a major entry port for settlers. By the mid-1800s the David Henry Day Lumber Company owned all the land, sawmill, and docking facilities. It is due to D. H. Day's foresight to diversify into agricultue and related industries and tourism that Glen Haven survived the end of the lumber boom and did not become a ghost town.

The Sleeping Bear Inn (HS 25-106A), built in 1857 by McCartey, was the first structure in Glen Haven and is individually listed on the National Register (accepted September 6, 1979) as an example of a frontier hotel. The D. H. Day Store [HS 25-121A (1865)], William Day House [HS 25-118 (circa 1890)], Warnes Blacksmith Shop [HS 25-121D (circa 1860s)], Warner House [HS 25-114 (circa 1898)], and Bumgardner House [HS 25-122 (circa 1890s)] are all 19th century structures which represent the plain, yet attractively simple, architecture of an American frontier town. They are also the only remaining structures which formed the nucleus of this once-thriving commercial center. All the houses within the district conform to the same cohesive vernacular style--one- and two-story clapboard structures with gable roofs.

Glen Haven's strategic location on the Manitou Passage, guarding Sleeping Bear Point and opposite the Manitou Islands, made it an ideal location for settlement. McCartey's dock and inn were joined by a general store built by John Helm in 1865, but he soon closed it and moved to Burdickville in 1867. McCartey built a sawmill on the northwest shore of Little Glen Lake in 1868 to cut cordwood. In 1870 McCartey sold his Glen Haven holdings to Northern Transit Company of Cleveland, Ohio, a steamship line which needed the fueling station for its 24 vessels which plied the Great Lakes from Buffalo to Chicago and Milwaukee. By 1878 Glen Haven had become a major NTC station and the company sent 26 year old David Henry Day to Glen Haven to manage its operations there. Day recognized the area's commercial lumbering potential and was able to purchase Glen Haven and the surrounding area from NTC in 1881.

Day used his Little Glen Lake sawmill, the D. H. Day Lumber Company, to full advantage, logging off extensive timberland while carefully using wise conservation methods to keep from decimating the countryside. Day lodged his workers in the logging camps, the Sleeping Bear Inn, or the few houses that were built in Glen Haven. Day supervised all construction and did not allow outside investment in Glen Haven. Rent was cheap and was deducted from the worker's salary. In lieu of currency, Day issued coupons redeemable at the D. H. Day Store which carried a remarkably wide variety of groceries, dry goods, hardware, and furniture. The local post office was in the store where Day served as postmaster for many years.

Day used a tug to tow logs across Glen Lake to the sawmill where the timber was cut to size. By 1907 a locomotive was added to the tramway which ran from the mill to the dock (see enclosed Historical Base Map for mill and tramway sites) where there was also a large warehouse. Day was a leading Leelanau citizen and a lumber baron. He helped found the Michigan Hardware Lumber Association in the 1880s and served as its first president. State political leaders sought after him to run for governor, but he politely declined.

Day, his wife, and seven children lived in the quarters above the general store. Behind it was an icehouse, granary, slaughterhouse, and croquet lawn. The storehouse [HS 25-121B (circa 1910)] contained a 15 horsepower dynamo gas engine generator which provided the village with power in the days before electricity. Holsteins and pigs from the Day farm, two miles south of Glen Haven, provided meat and milk for the village and store. Two barns which once stood next to the inn held horses and some draft animals.

To the south, the William Day House was first occupied by Miner Farrant, Mrs. D. H. (Eva) Day's brother, who worked as the village bookkeeper. It later housed Day store clerks and their families. The garage, which was moved to the present site in 1941, originally served as the village paint shop.

The Warnes Blacksmith Shop was extremely useful in repairing logging chains and sleighs and shodding horses. It also doubled as a carpentry shop, turning out ready-cut homes for the lumber camps, horse barns, and other simple structures. Tennis courts and a curling and ice skating rink were located behind the shop.

The Warner House was built for the butcher, whose shop was in the rear of the store.

John Bumgardner was the sawmill foreman. The Bumgardner House was always occupied by either mill or farm workers. The Rude House (HS 25-107) was built during World War I by Frank Lavance for his mother and himself. He sold their farm in the shadow of Sleeping Bear Dune to move into the village and perform odd jobs for Day. His brother, Bill Lavance, who was the engineer of the Day locomotive, lived south of the Rude House in a structure which is no longer extant.

It is impossible to determine the precise dates of the Dean (HS 25-115) and Wickland (HS 25-108) Houses. Both were either built at the time of D. H. Day's death (1928) or as late as 1947. Both structures, however, do not detract from the historical integrity of the district. Rather, they compliment the architecture of the village.

Located at the far north end of Main Street is the Glen Haven Canning Company (HS 19-153A), built in the mid-1920s by Day. The sawmill closed in 1923, a decade later than most lumber companies. Glen Haven needed a new industry to replace it. On the cut-over lands, traditional farm crops did poorly. In the 1890s Day planted the area's first cherry orchard. He recognized the ideal sandy soil and weather conditions which has today made Leelanau the "Cherry Capital of the World." The canning factory canned cherries and some apples from the family farm, and was managed until it closed during World War II by Day's son, D. H. Day, Jr. It represents the village's will to survive the end of the lumber boom by diversifying its interests.

Another avenue of diversification was recreation. The natural beauty of the area attracted thousands of tourists each year. Serving as Michigan's first park commissioner, in 1920 Day donated 32 acres east of Glen Haven to the State of Michigan. It included part of the Day Forest which he had grown on cut-over land as a hobby. Thus, the D. H. Day State Park became the first State park in Michigan history. Adjacent to the park was the Day Forest Estates, a lavish resort development scheme for elegant summer homes surrounded by an 18-hole golf course and Glen Lake. The six bay garage [HS 25-106B (1928)] was added to the inn to accommodate the anticipated influx of automobile traffic.

The Great Depression put an end to the Day Forest Estates plan, Day's last major project. Following his death in 1928, Glen Haven was subdivided among his heirs who strove to maintain the integrity of the village. After 1935 Louis and Marion (Day) Warnes began operating dune rides on nearby Sleeping

Bear Sand Dune using cars equipped with balloon tires. The business operated from the general store and the inn's garage was used to shelter the primitive "dune buggies" while the quarters above it housed the drivers. The storehouse was converted into public restrooms. Glen Haven survived the Great Depression thanks to the canning factory and the dune rides. The dune rides business ceased functioning in 1978. The Sleeping Bear Inn closed after 115 years of serving the public in 1972.

The village was an early nerve center of western Leelanau County as Day financed and built a telegraph line to Leland and an excellent road to Empire. Day was successful in lobbying for a lifesaving station for mariners built in 1902 (Sleeping Bear Point Life-Saving Station; National Register accepted April 26, 1979) and a telegraph cable laid between Glen Haven and South Manitou Island. Glen Haven was one of the primary gateways through which lumber passed enroute to Chicago and Milwaukee, and new settlers came looking for opportunities. Day led the way in encouraging investment and settlement by founding the Western Michigan Development Bureau, serving as president from 1909 to 1928. Settlement did not include Glen Haven, however. It remained his private "kingdom," reserved for the Day family, relatives, and employees. In fact, at Day's death, he was lauded as "King David of the North Country," "one of Northern Michigan's greatest builders," and one who "did more than any other man to make Leelanau County the greatest producer that it is today."[1]

In 1970 Sleeping Bear Dunes National Lakeshore was created. Operated by the National Park Service, Glen Haven village has been purchased by the United States Government.

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[1] "Death Claims David H. Day, Sr.," Traverse City (Michigan) Record-Eagle (April 17, 1928), page 1.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached continuation sheet 9-1.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 16 acres

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	16	517530	4972750	B	16	517150	4972750
C	16	517150	4970150	D	16	517530	4970150

VERBAL BOUNDARY DESCRIPTION

See attached continuation sheet 10-1.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Michigan	26	Leelanau	089
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
Ron Cockrell/Historian & Thomas Hensley/ Historical Architect

DATE
November 22, 1982

ORGANIZATION
National Park Service, Midwest Regional Office

STREET & NUMBER
1709 Jackson Street

TELEPHONE
(402) 221-3426

CITY OR TOWN
Omaha

STATE
Nebraska 68102

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES____ NO____ NONE____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ____National ____State ____Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

BIBLIOGRAPHY

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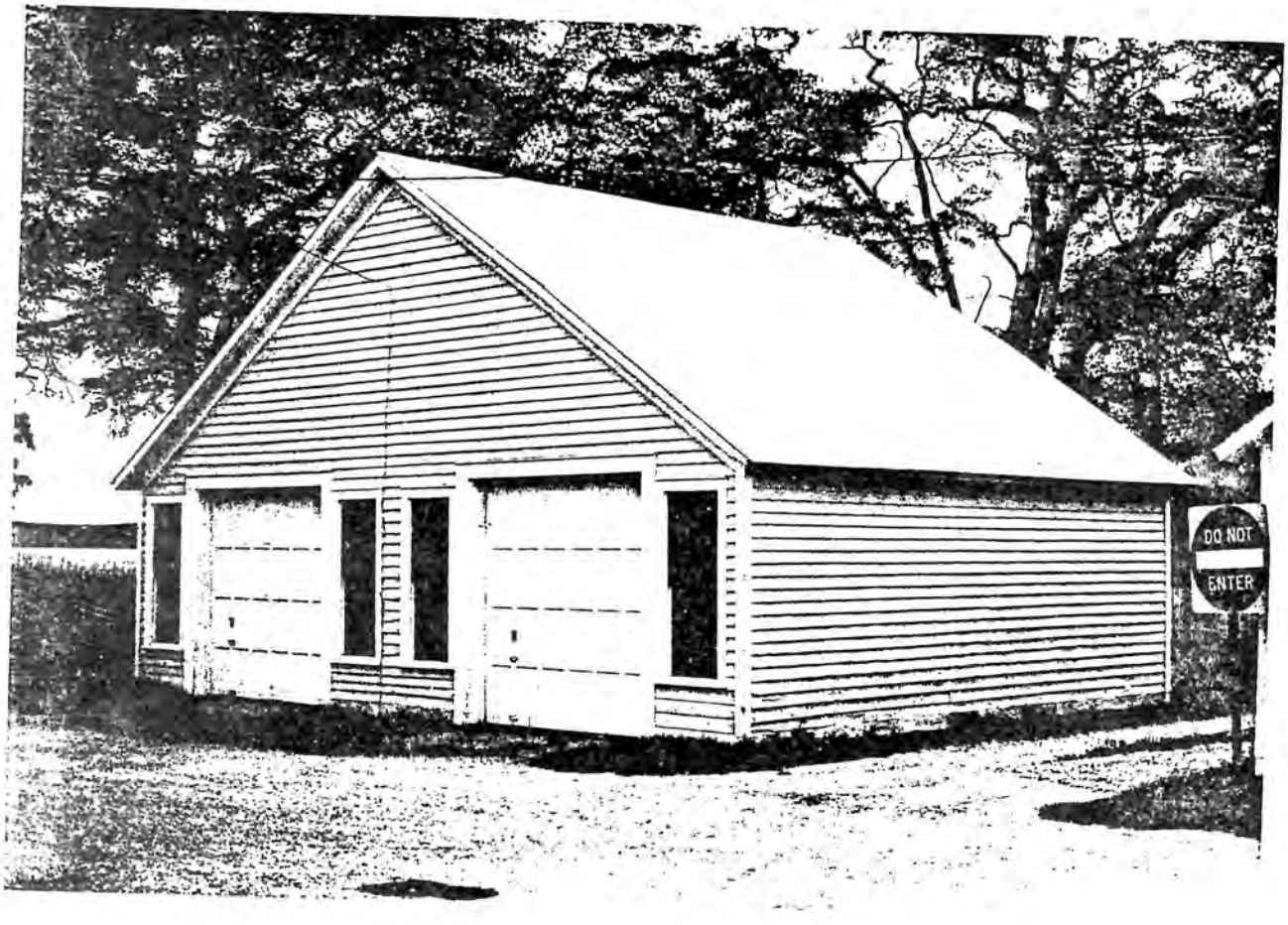
The Glen Haven Village Historic District boundaries are rectangular-shaped, with the exception of the tramway grade and the site of the sawmill. The southern boundary starts at the southwestern corner of Lot 9, Block 6, and from this point it runs east in a straight line across Main Street (M-209) to the northeastern corner of Lot 10, Block 7. From there the eastern boundary follows in a straight line north, bisecting Block 7 and 2 to Lake Michigan. The north boundary is the Lake Michigan shoreline. The western boundary proceeds south in a straight line from the lakeshore bisecting Blocks 3 and 6 to the beginning point of the district boundary.[1] From the western boundary, a 10-foot wide tramway path runs in an arc approximately 2¼-miles to the D. H. Day Sawmill site, which is located on the northwest shore of Little Glen Lake. The site includes an area measuring 400 by 200 feet between Little Glen Lake and the small mill pond. The 400-foot boundaries lie on an axis bearing north by 60 degrees west, while the 200-foot boundaries lie on a northeast by southwest axis. Highway M-109 bisects this area, and the present NPS swim beach and lawn on Little Glen Lake also overlap the site's eastern boundary.

---

[1]Segment 25 Land Status Map, Village of Glen Haven, Michigan; Sleeping Bear Dunes National Lakeshore, U.S. Department of the Interior, National Park Service, Office of Land Acquisition and Water Resources (July 1971).

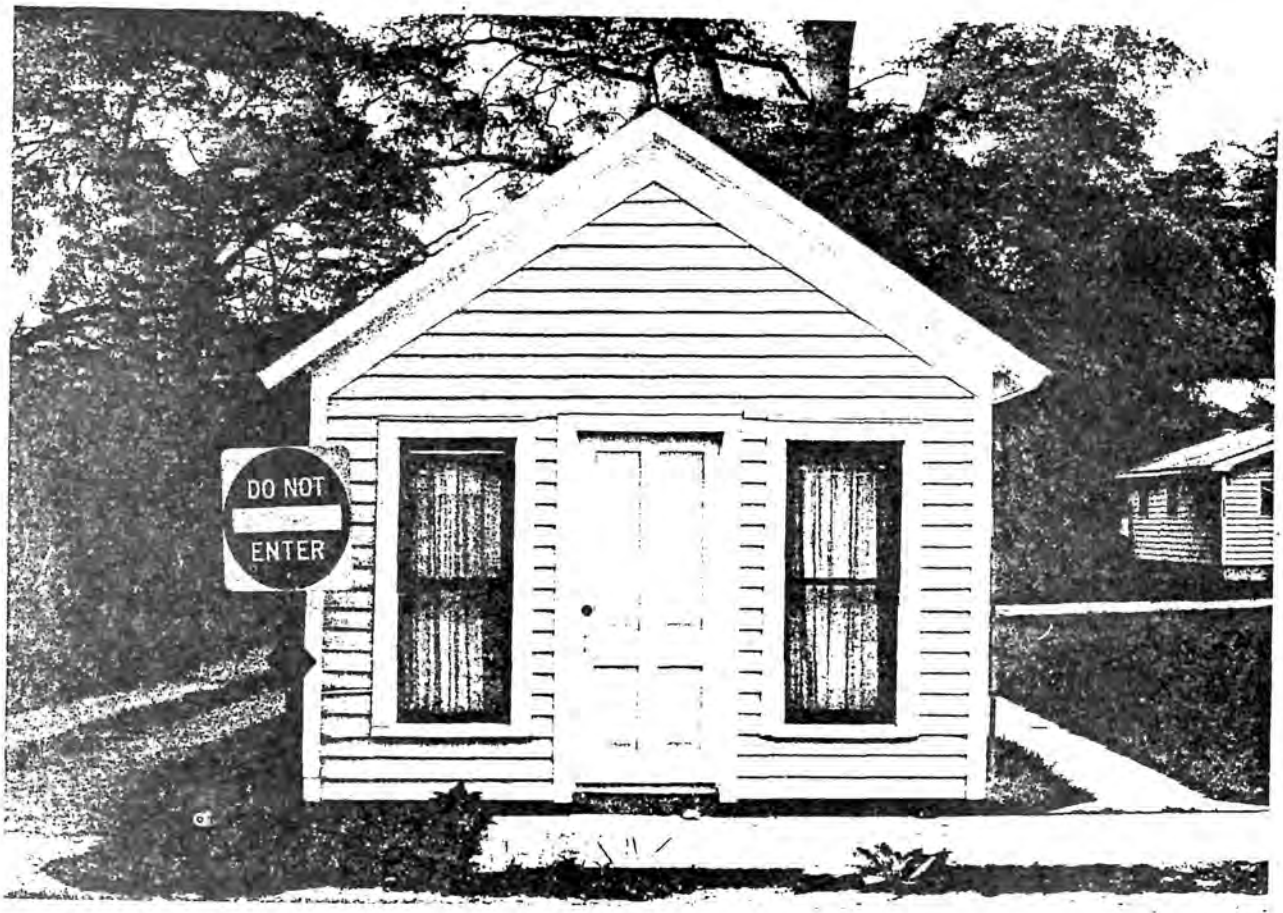


1. D.H. Day Store--Garage (HS 25-121C) view from the southwest

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981



2. D.H. Day Store--Storehouse (HS 25-121B) view from the west

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

3. D.H. Day Store (HS 25-121A) view from the west

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

1-2-3. D.H. Day Store complex (HS 25-121A,B,C) view from the southwest

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

4. Glen Haven Signal Tower (HS 25-121E) view from the west

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

5. William Day House (HS 25-118) view from the west

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

5. William Day House (HS 25-118) view from the southwest

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

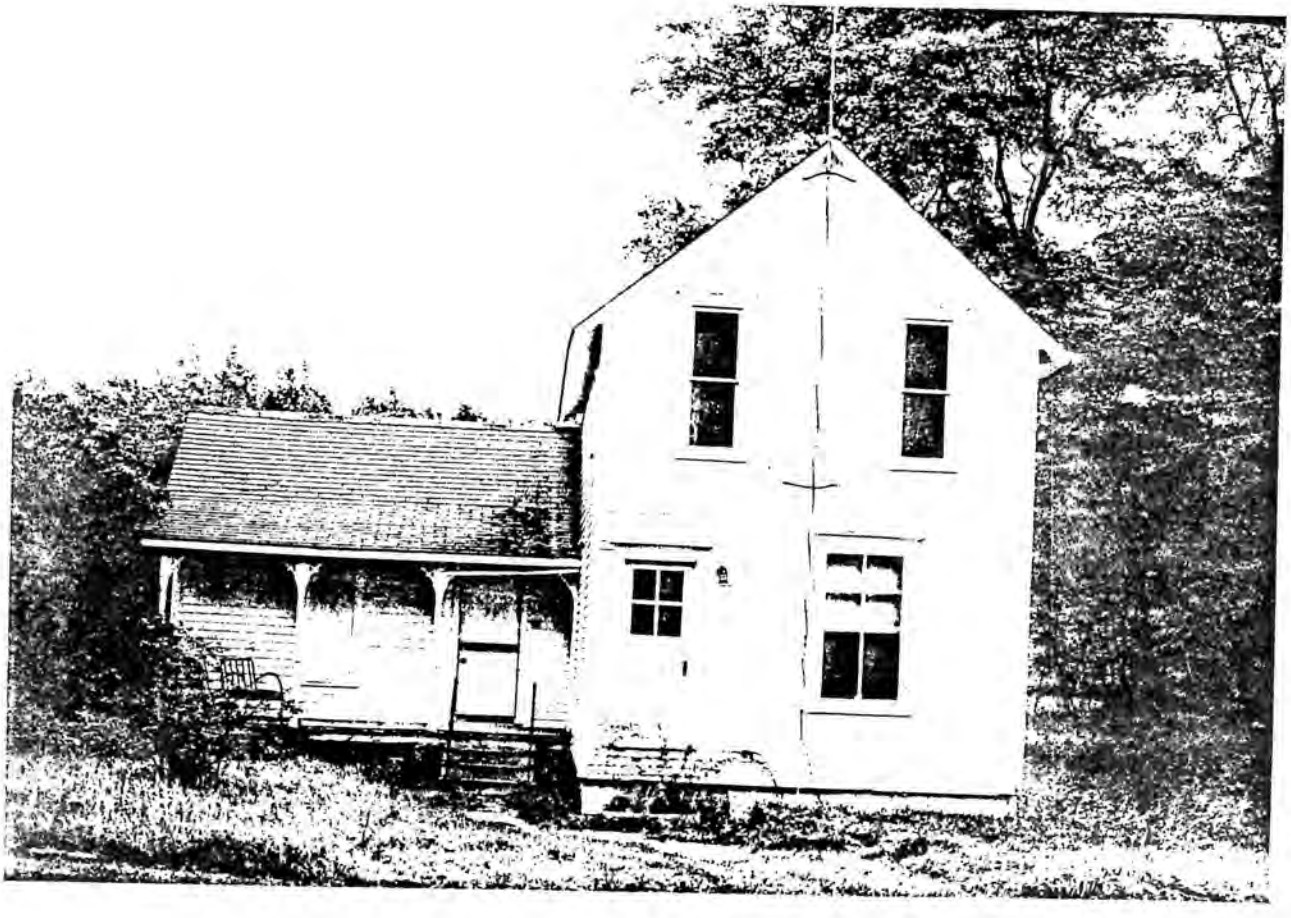
September 1981

6. Warnes Blacksmith Shop (HS 25-121D) view from the northwest

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

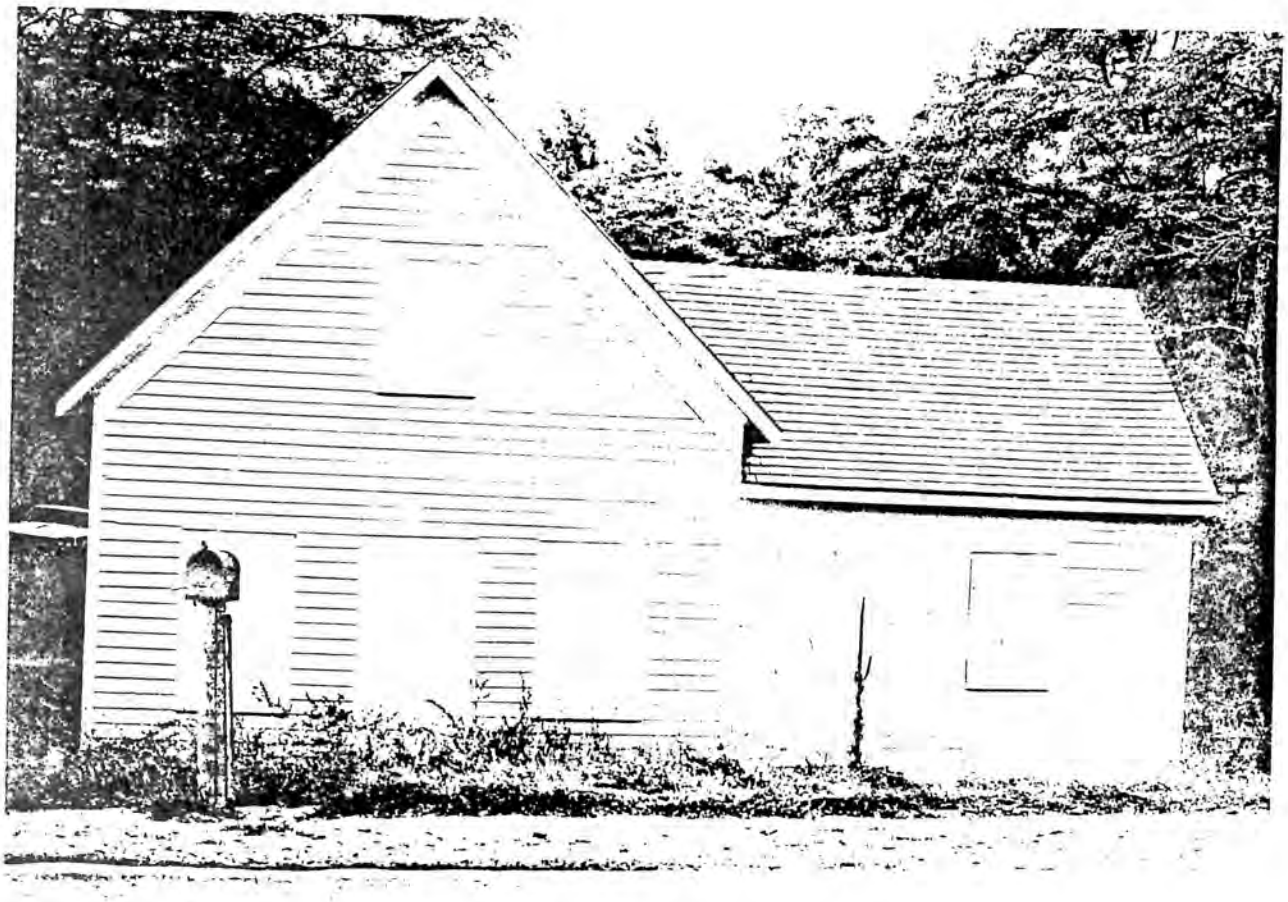


7. Warner House (HS 25-114) view from the west

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981



8. Bumgardner House (HS 25-122) view from the west

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

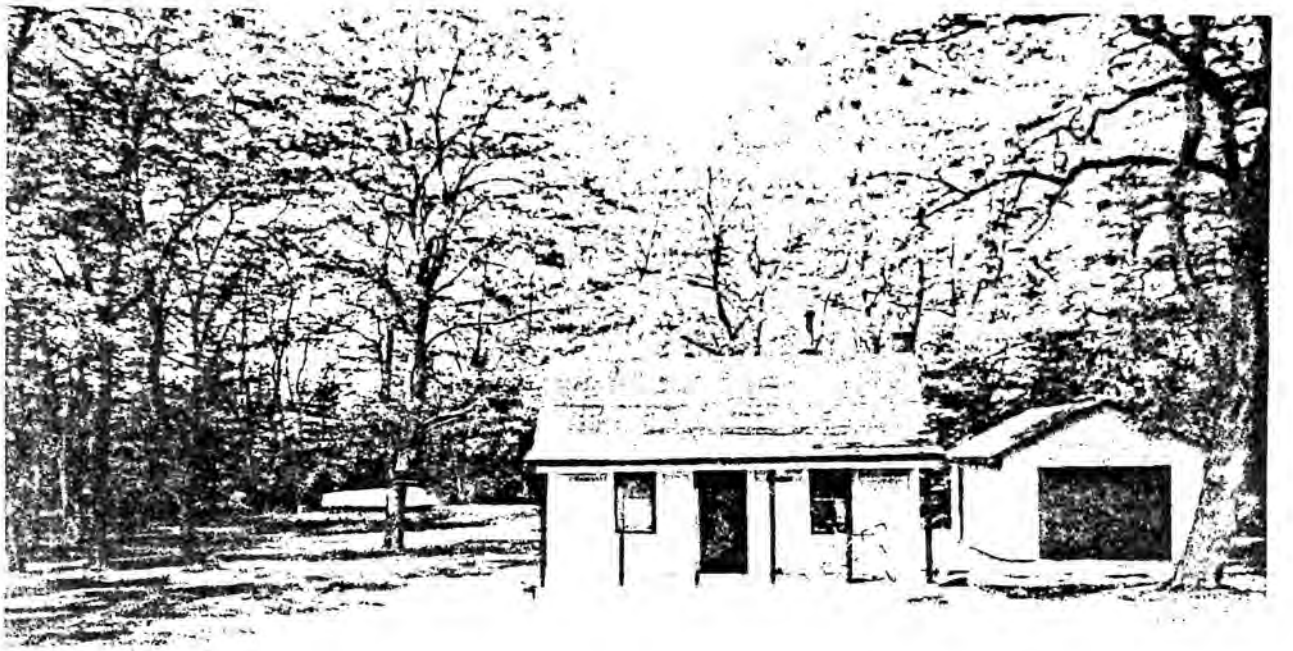
September 1981

9. Wickland House (HS 25-108) view from the east

Glen Haven Village Historic District
Glen Haven, Michigan

Phot. Ron Cockrell, National Park Service
Negs. Midwest Regional Office

June 1982



10 & 11. Rude House (HS 25-107) and Rude Garage
(HS 25-107A) view from the east

Glen Haven Village Historic District
Glen Haven, Michigan

Phot. Ron Cockrell, National Park Service
Negs. Midwest Regional Office

June 1982

12. Dean House (HS 25-115) view from the east

Glen Haven Village Historic District
Glen Haven, Michigan

Phot. Ron Cockrell, National Park Service
Negs. Midwest Regional Office

June 1982

14 & 13. Sleeping Bear Inn (HS 25-106A) and Garage (HS 25-106B) view from the northeast

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

14. Sleeping Bear Inn (HS 25-106A) view from the southeast

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

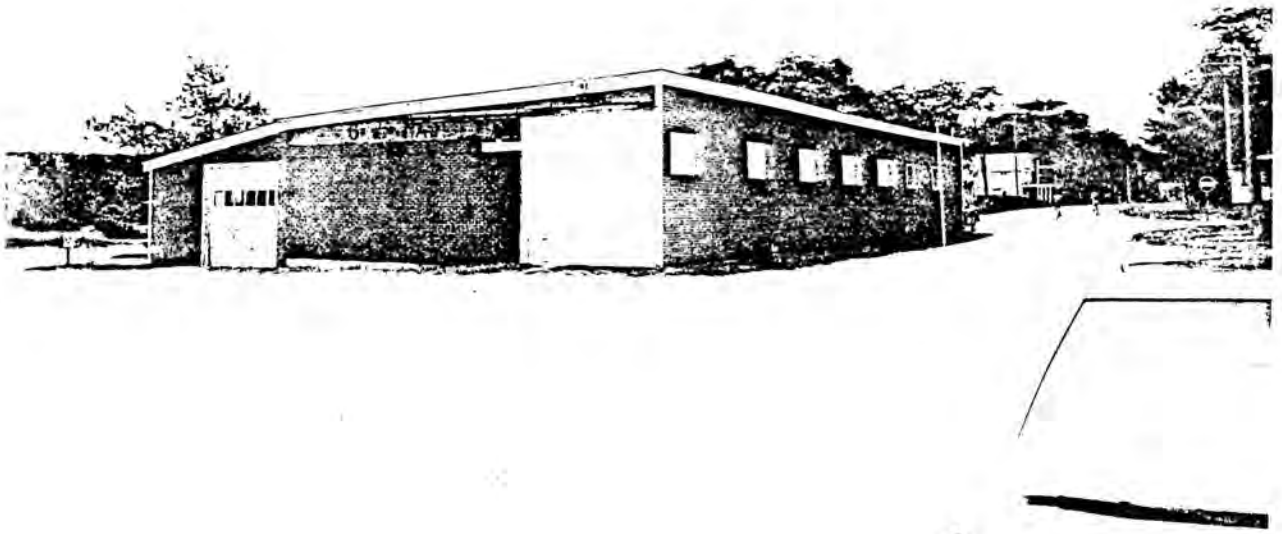
September 1981

15. Canning Factory (HS 19-153A) view from the southwest

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981



15. Canning Factory (HS 19-153A) view from the north

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

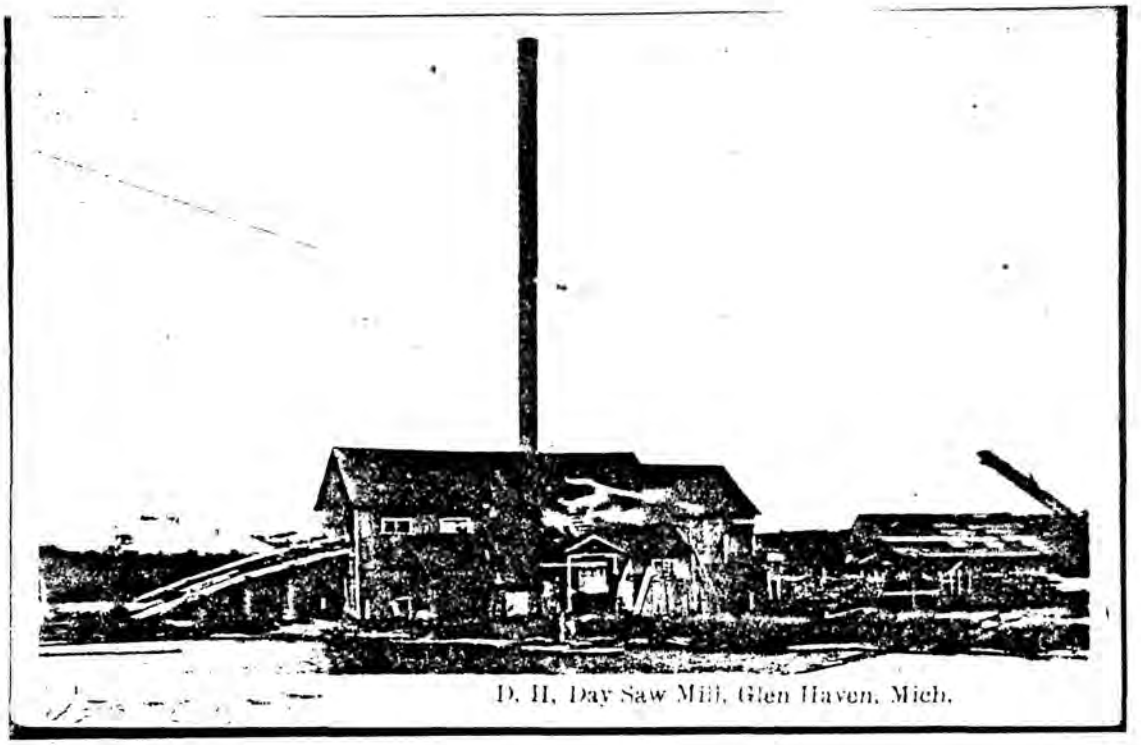
September 1981

16. D.H. Day Narrow Gauge Railroad Grade (HS 19-174)

Glen Haven Village Historic District
Glen Haven, Michigan

Phot. Unknown
Neg. Sleeping Bear Dunes National Lakeshore,
Frankfort, Michigan

1906

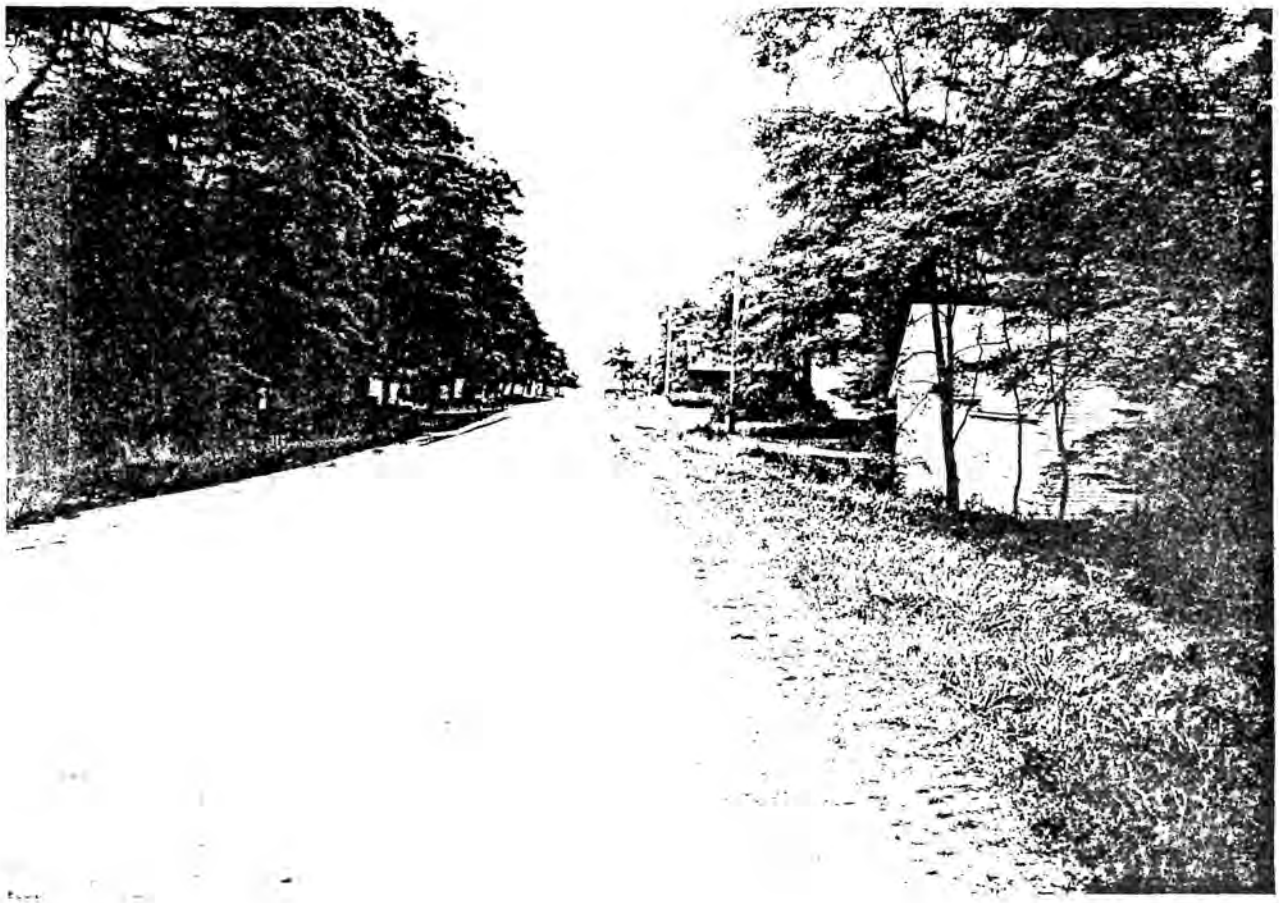


17. D.H. Day Sawmill Site--view from the east

Glen Haven Village Historic District
Glen Haven, Michigan

Phot. "Westcott"
Original Photo: Leelanau County Historical Museum,
Leeland, Michigan

ca. 1900

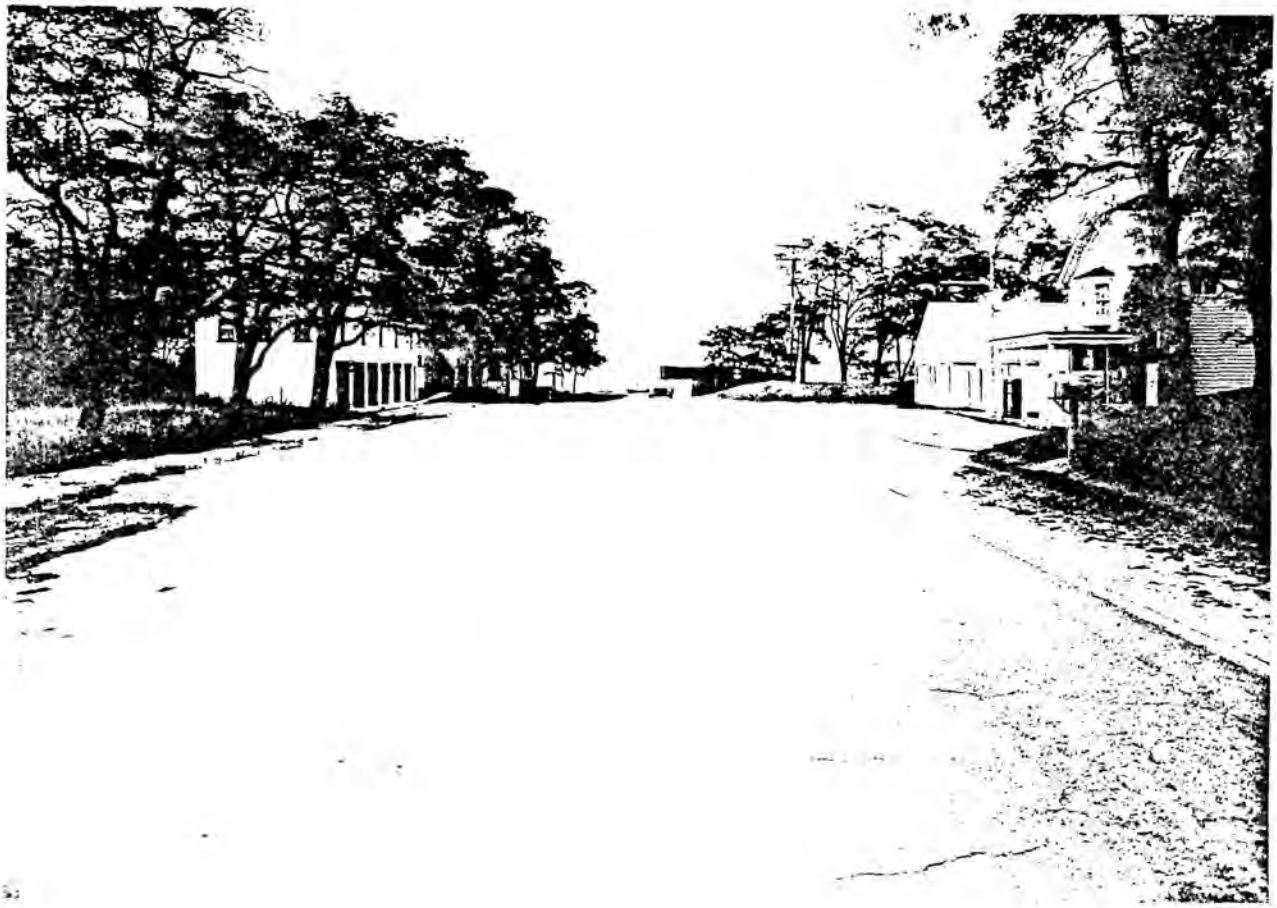


18. Southern district boundary; Main Street (M-209) looking north

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981



19. Main Street (M-209) looking north

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981

20. North terminus of Main Street (M-209) looking north

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

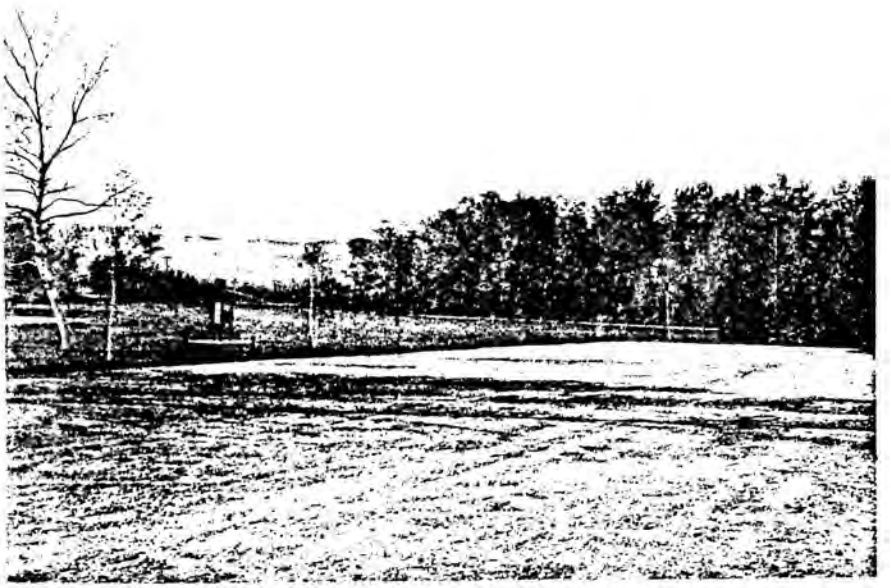
September 1981

21. North terminus of Main Street (M-209) looking south

Glen Haven Village Historic District
Glen Haven, Michigan

Phots. Tom Hensley/Jill York, National Park Service
Negs. Midwest Regional Office

September 1981



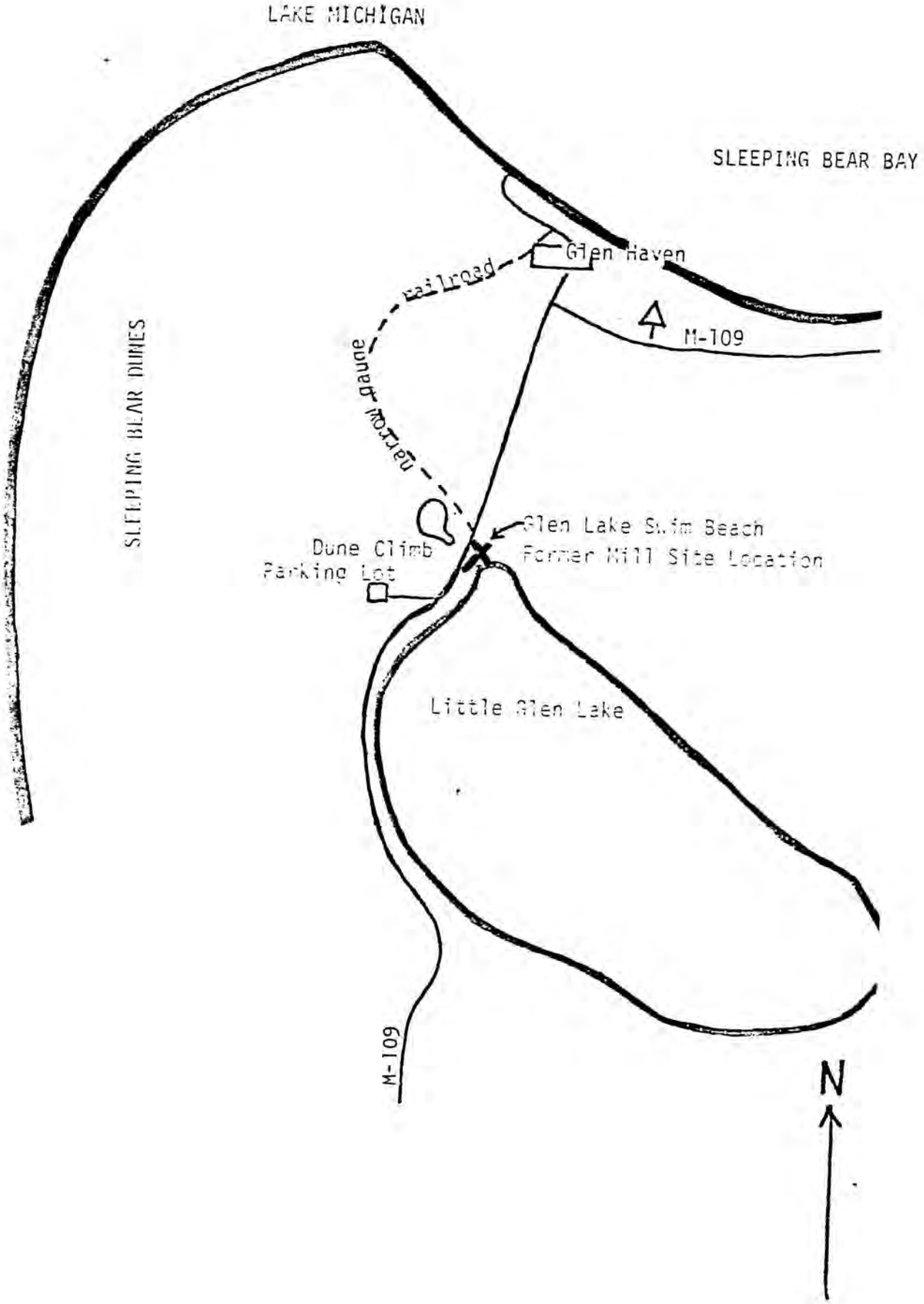
22-3. D.H. Day Sawmill Site looking west

Glen Haven Village Historic District
Glen Haven, Michigan

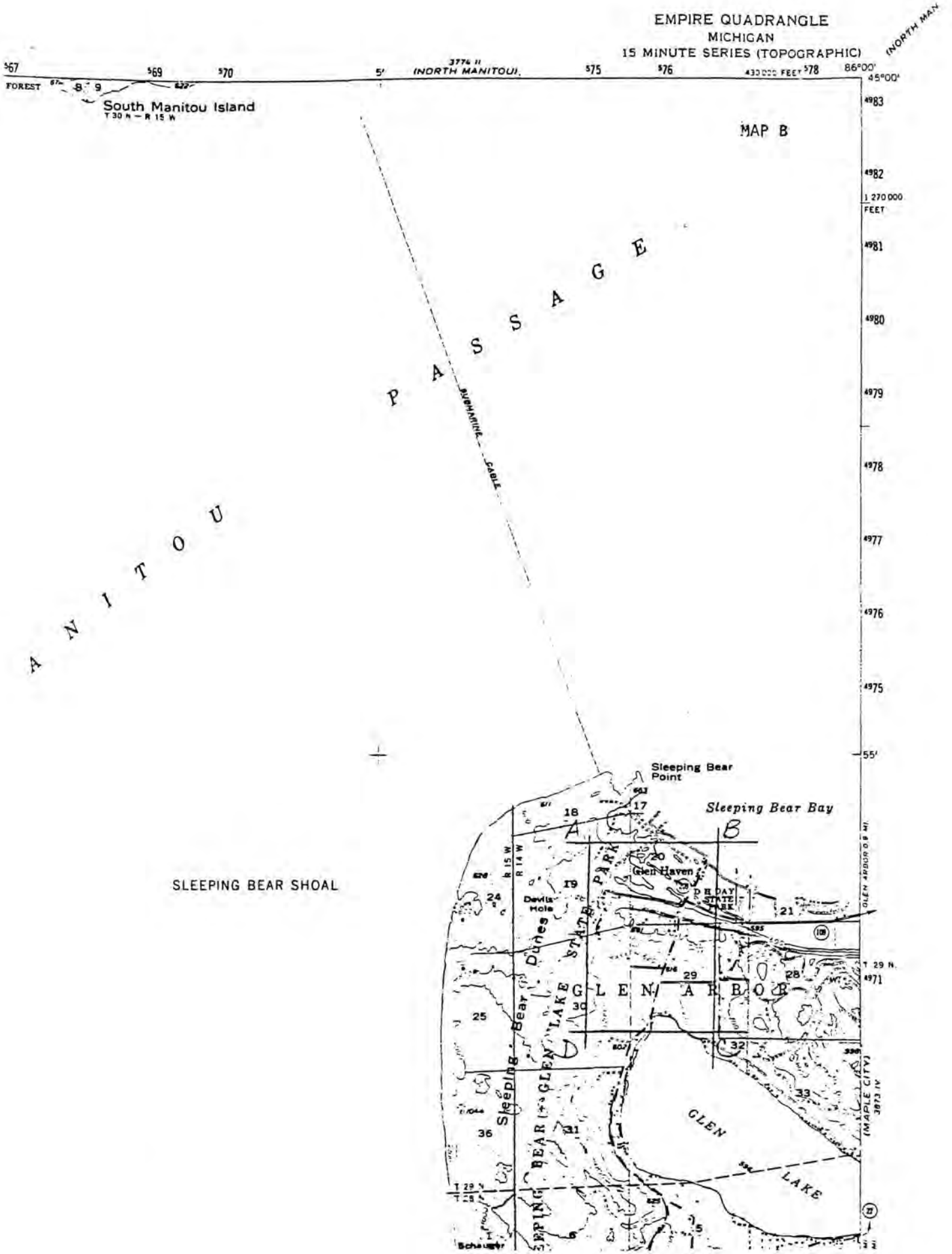
Phot. Charles Parkinson, National Park Service
Negs. Sleeping Bear Dunes National Lakeshore,
Superintendent's Office, Frankfort, Michigan

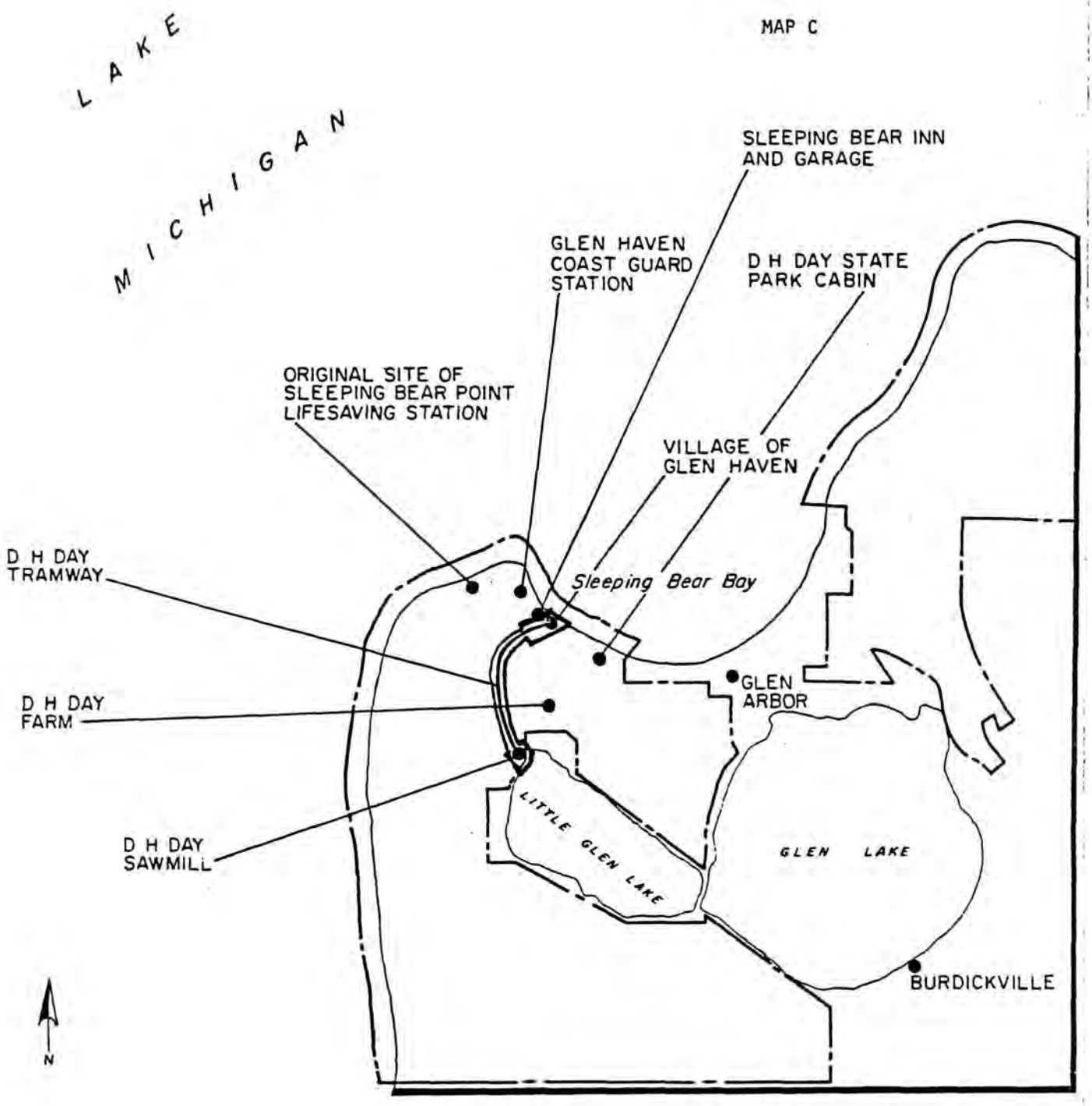
October 1982

MAP A


LAKE MICHIGAN
SLEEPING BEAR BAY
Glen Haven
railroad
M-109
narrow gauge
SLEEPING BEAR DUNES
Glen Lake Swim Beach
Former Mill Site Location
Dune Climb
Parking Lot
Little Glen Lake
M-109
N

EMPIRE QUADRANGLE
MICHIGAN
15 MINUTE SERIES (TOPOGRAPHIC)





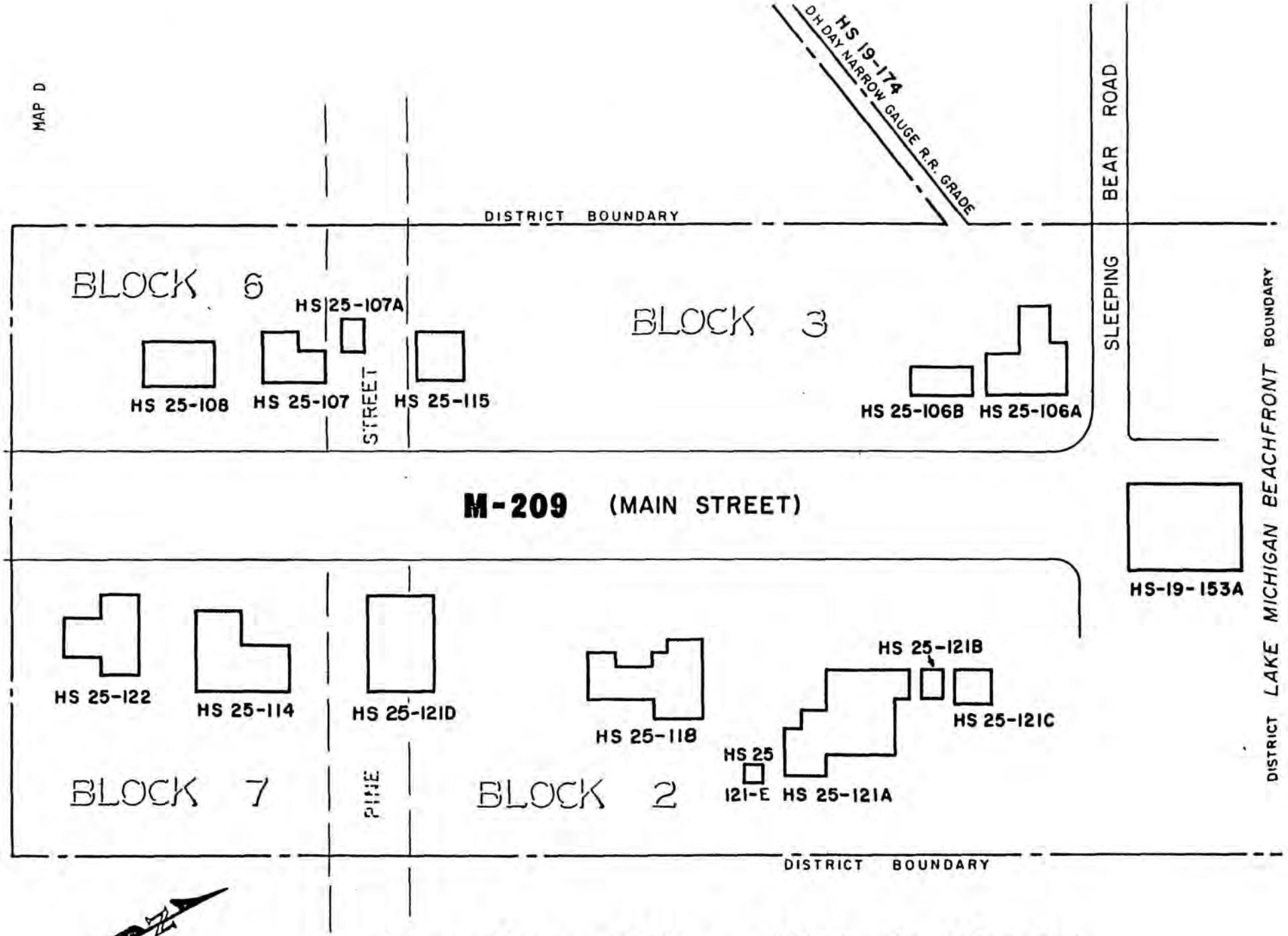
NPS BOUNDARY

National Register district boundary

GLEN HAVEN VILLAGE HISTORICAL AREA

HISTORICAL BASE MAP

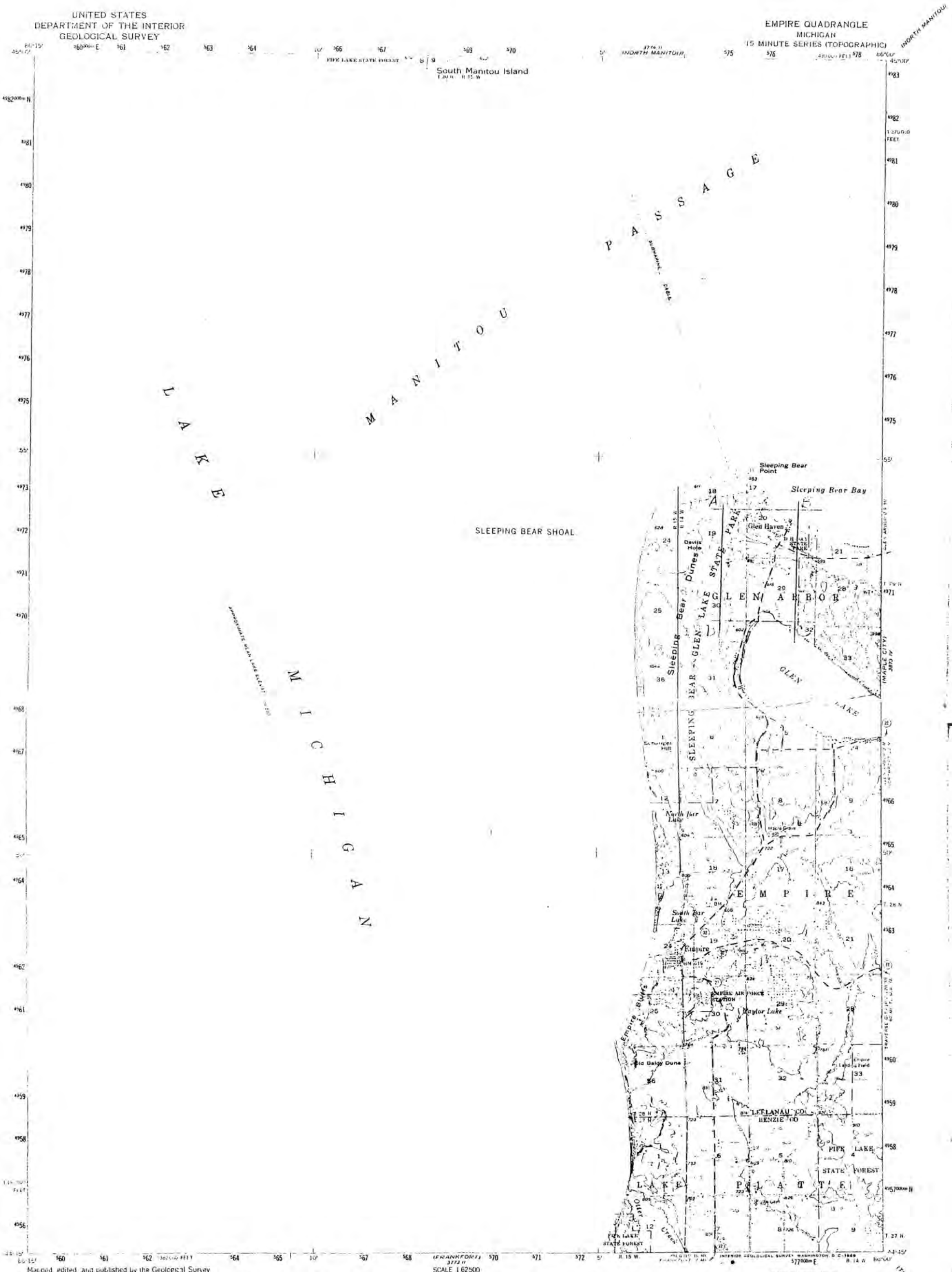
MRO 317/80011
ELJ 8/3/82



Glen Haven Village Historic District

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

EMPIRE QUADRANGLE
MICHIGAN
15 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by Kelch photo
Aerial photographs taken 1954. Field check 1957

Hydrography compiled from U. S. Lake Survey chart 705 (1953)

Polyconic projection. 1927 North American datum
Coordinate grid based on Michigan coordinate system, central zone
Coordinate Universal Transverse Mercator grid ticks,
zone 16 shown in blue

SCALE 1:62500

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET. DATUM IS 27 FEET

UTM GRID AND 1957 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

QUADRANGLE LOCATION

ROAD CLASSIFICATION
Medium-duty — Light duty
Unimproved dirt
State Route

EMPIRE, MICH.
N4445—W8600/15
1957
AMS 3773 II—SERIES V762

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST